

THE ILLUSTRATED LONDON NEWS

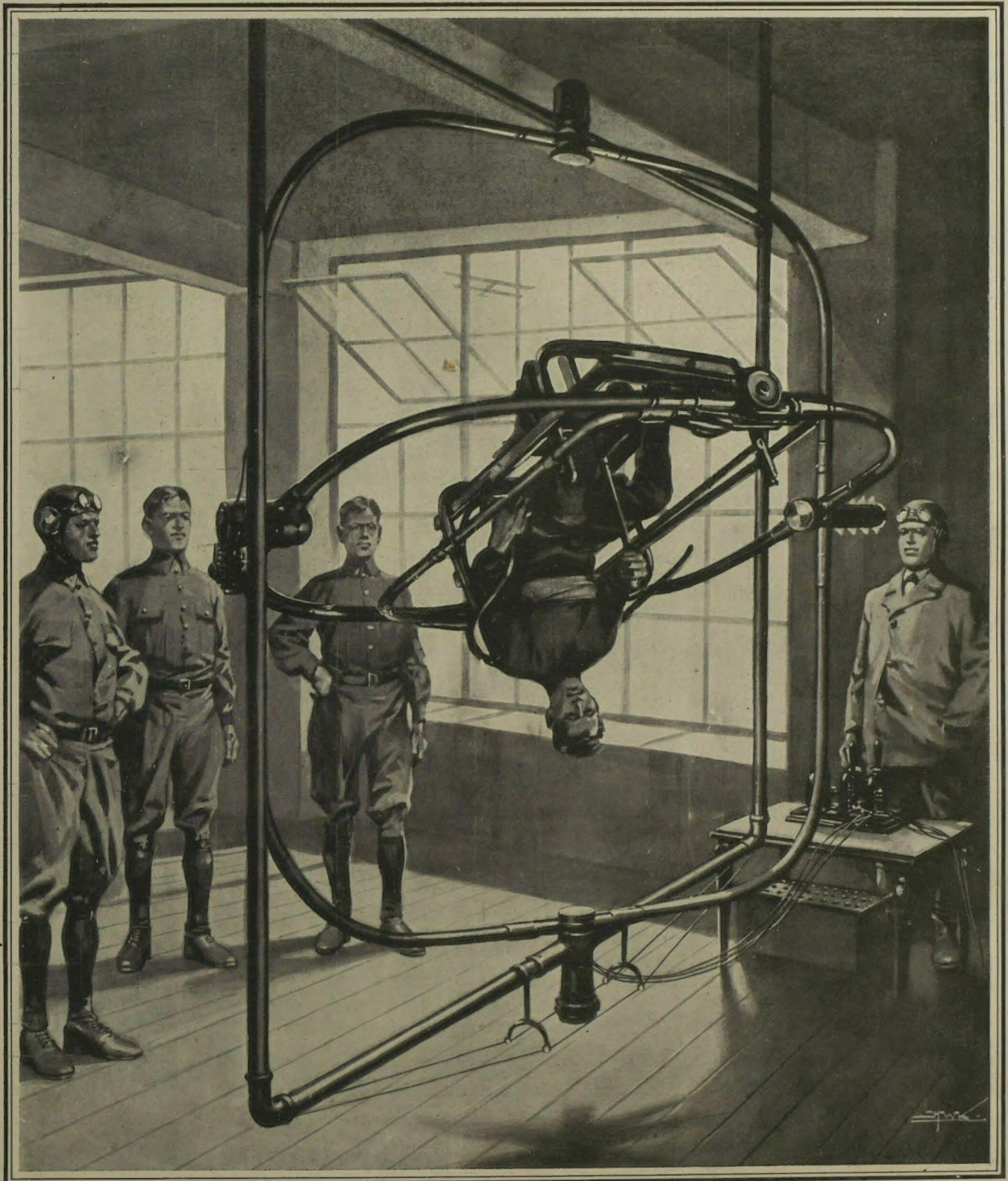
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ONE SHILLING.

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LEARNING TO FLY, ON THE GROUND! THE "ORIENTATOR"—AN AMERICAN MACHINE FOR TRAINING AEROPLANE PILOTS.

The "Orientator," invented by Mr. William G. Ruggles, of New York, familiarises the beginner with the loops, turns and nose-dives, and other "stunts" used in war and trick-flying. It is based on a modification of the "universal joint," having three concentric rings pivoted together so that the fuselage, pivoted within the innermost ring, can

be put through every possible flying evolution. Power is furnished by small, high-speed, electric-gear motors, and the joy-stick and rudder-controls close the necessary contacts. By thus gaining experience on the ground many young pilots are saved from disaster in the air. So it is a most useful invention from all points of view.

DRAWN BY H. W. KOERKOR, AFTER AN ILLUSTRATION IN THE "SCIENTIFIC AMERICAN," BY COURTESY OF THAT PAPER. COPYRIGHTED IN THE UNITED STATES AND CANADA.

ROMAN SILVER ON MR. BALFOUR'S ESTATE: THE TRAPRAIN LAW "FIND."



1. A STRAINER WITH CHRISTIAN EMBLEMS.
 2. TWO PARTS OF A SILVER-GILT FLAGON.
 3. A SPOON WITH A DOLPHIN HANDLE.
 4 & 6. SPOONS WITH HANDLES ENDING IN BIRDS' HEADS.

5. ENOUGH TO FILL THREE BUCKETS: THE WHOLE "FIND."
 7. SHOWING RESPECTIVELY (LEFT) ADAM AND THE SERPENT; (RIGHT) ADORATION OF THE MAGI: PARTS OF A CUP CUT IN HALF.

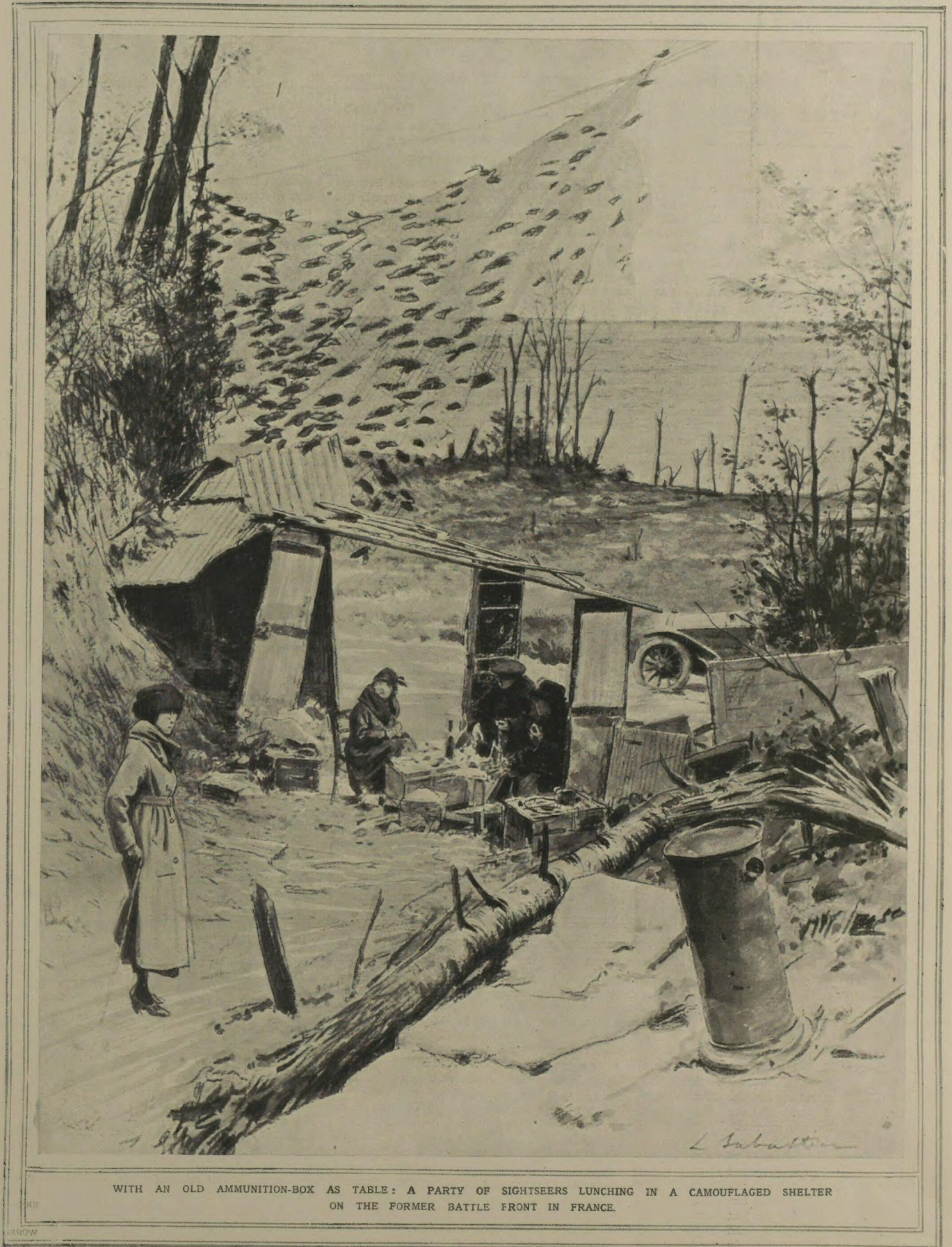
- 8, 8, 8. HANDLES: A GRIFFIN (TOP), LIONESS (CENTRE), AND LEOPARD.
 9. HIGHLY ENAMELLED WITH FOLIAGEOUS WORK: A FLAGON.

The richest "find" of silver vessels of the Roman period ever made in Britain was unearthed recently on Mr. Balfour's Scottish estate of Whittingehame, in East Lothian. The actual spot was the ancient earthworks on the lonely hill-top of Traprain Law, between the coast and the Lammermoor range, some twenty miles east of Edinburgh. Two eminent Scottish antiquaries, Dr. George Macdonald, C.B., and Mr. A. O. Curle, found a small pit full of metal vessels, which proved to be a collection of fourth-

century silver plate, from its crushed condition probably looted intended for the melting-pot. Christian symbols and illustrations on some of the articles, and the presence of others of Teutonic workmanship, suggest that the hoard was taken from a plundered monastery on the Continent and brought to Scotland by Frisian sea-rovers. Some of the designs are Pagan, including Pan with his pipes and the birth of Venus. The date is given by a small coin of Valens, Roman Emperor from 364 to 378 A.D.

PICNICS ON THE OLD FRONT: MOTOR TOURS ON THE BATTLEFIELDS.

DRAWN BY L. SABATTIER.



WITH AN OLD AMMUNITION-BOX AS TABLE: A PARTY OF SIGHTSEERS LUNCHING IN A CAMOUFLAGED SHELTER ON THE FORMER BATTLE FRONT IN FRANCE.

The roads traversing the former battlefields of France to-day swarm with motors bringing parties of sightseers to visit the scenes of fighting. Among them are some who view the sights with more serious eyes—men recently demobilised, come to revisit the places where they fought, and guiding over the ground groups of wondering friends. The countryside has been all pounded and devastated, and there are only patches of green and stumps of trees. But this land of desolation is not wholly without resources to aid

the tired traveller. There are still to be found shelters once used by the troops, and here and there the old kitchen place of an artillery battery. Empty ammunition-boxes, and sometimes even an old chair, are available for seats. Amid such surroundings the thoughts of the visitor naturally turn to the men who formerly occupied the scene, little dreaming that their quarters would be used as a travellers' rest.—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

COUNT RANTZAU recently made a remark which exactly measures the real abyss—not yet bridged—between the barbarians and the city of civilisation which they lately besieged. It sums up the whole cross-purposes of the Peace Conference. And it has that invariable mark of a man in the middle of such a misunderstanding—that precisely what he thinks hard is easy, and precisely what he thinks easy is hard. What he said was this—

“At the moment when the moral cloak of penal justice is removed from the peace document it becomes bearable for Germany to a certain extent. That we, as the vanquished, must make sacrifices in power and goods we realise. We decline, however, to agree like criminals to our removal into a second-class position amongst nations.”

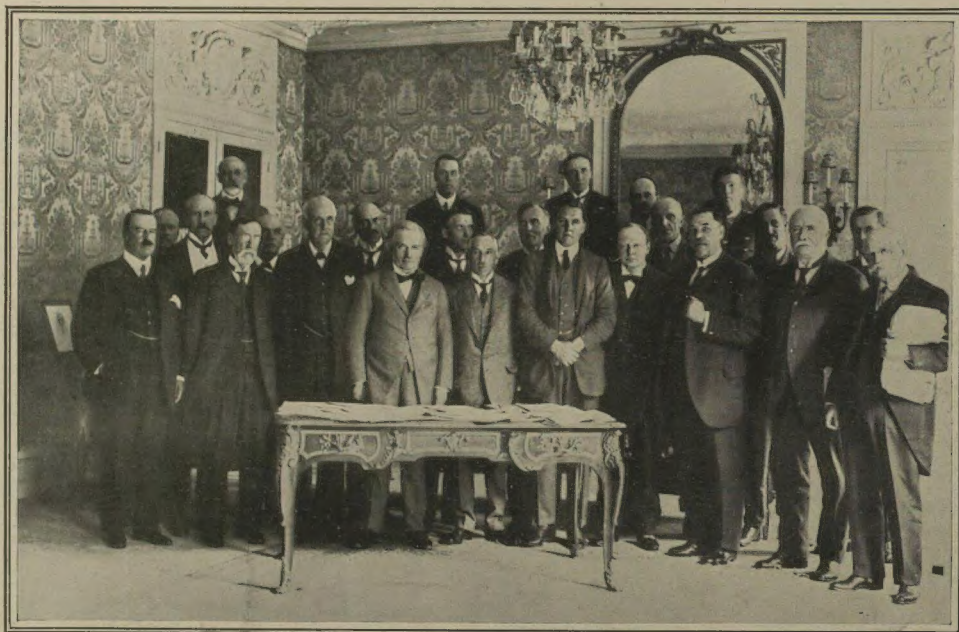
In short, he says in substance that he expects to suffer because he is beaten, but he does not see why he should suffer because he deserves to be beaten. That is Prussian philosophy and Prussian history and Prussian peace and war in one sentence. They understand the idea of *Væ Victis*, but there is no such thing as a correct German translation of *debellare superbos*. Now I can say for myself, and I believe for most Englishmen along with me, that we disagree with the Count upon every point—even upon the point in our favour. I would not take the advantage which he concedes as reasonable. But I would insist on the attitude which he resents as intolerable. I would not have the Germans crushed merely because they were conquered. The Germans did it to the French in 1871, but I would not do it to the Germans even in 1919. The truth is that, if we did not take the moral view which Rantzau disapproves, we should not make even the material demands which Rantzau expects. We should be quite content, after a fair fight between free nations, with securing one or two definite points in dispute; and we might well do without heavy indemnities or large rectifications of frontier. We are forcing the Prussian power to pay not for having lost the war, but for having waged the war. Or rather, to put it more correctly still, they are to pay not so much for having waged war, as for having waged Prussian war. That is our defence for our demands; and without it we should make infinitely milder demands—or, perhaps, no demands. In short, we are asked to treat the Germans as the conquered, but not as the criminals. But, in fact, it is only because we do regard them as the criminals that we would even consent to treat them

as the conquered. It is not a pleasant business to have to treat them as either, and I hope it will soon be over. I for one am glad to be on the right side, but I often find it almost humiliating to be on the winning side. What reconciles me to it is not the triumph which Rantzau tolerates, but the justice which Rantzau denies. That justice must and shall be vindicated, either by penitence or by punishment. If the Germans will not see it as what they would call subjective, they shall see it as something which even they will be bound to call objective. Or, to talk a more human tongue, if they will not feel it in their consciences, they shall see it with their eyes, and glare at it through their goggles as if at a comet. If they will not confess that they are criminals, they shall at least confess that we regard them as criminals. They shall realise that by the end of the war, especially the submarine war, the great mass of mankind

abstract an uncomfortable matter to be in another man's country—let alone it being still more uncomfortable to be so long away from one's own. Our men are there, still loaded with packs and weapons, because, unless certain things are settled, the barbarians will forget all about it and immediately begin to do it again.

In the course of the same protest, the Prussian nobleman makes another curious remark. He says that the leaders of the Allies ought not to claim to act in the name of God. There is something decidedly quaint about an old supporter of the Kaiser complaining of the unfortunate habit of invoking God. But, while the men whose theocracy Rantzau rebukes really claim far less theocracy than the man whom Rantzau served and revered, it is true that they do act in the name of God in the very real sense of acting in

the name of the image of God—of the human standard which preserves the human stature as something erect above the beasts. For nobody can understand the recent eruption of Teutonism who does not realise that the most ancient and the most modern things, being equally crude and cruel, combined to destroy the humour and humanity of a more mellow and historic culture. They combined the bestial beginnings with the evolutionary endings of man. Therefore they used the newest instruments to produce the oldest tortures. Therefore they used the newest arguments to defend the oldest tyrannies. By thus telescoping



THE BRITISH EMPIRE DELEGATION TO THE PEACE CONFERENCE IN PARIS: A HISTORIC GATHERING AT MR. LLOYD GEORGE'S HOUSE IN THE RUE NITOT.

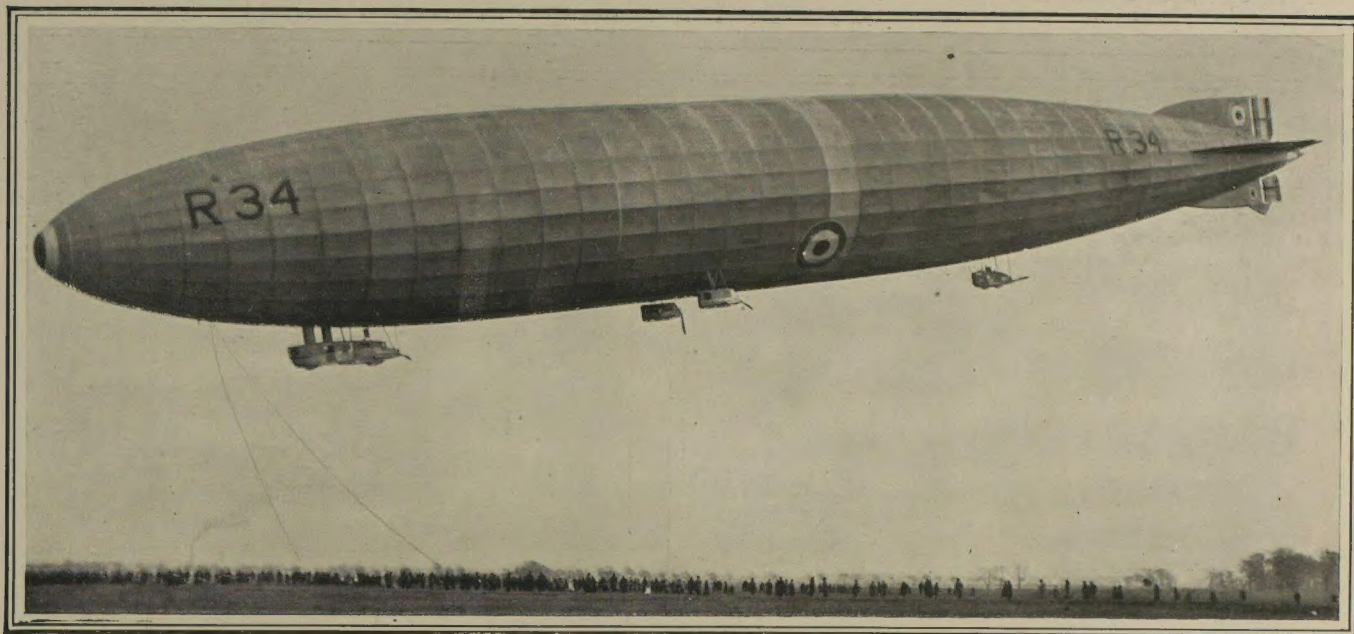
This historic photograph was taken after the deliberation of the British Empire Delegation, at which final decisions regarding the peace terms were made. Reading from left to right, in the first two rows will be recognised Sir Joseph Ward, General Smuts, Lord Milner, Sir Joseph Cook, Mr. Barnes, Mr. Balfour, Mr. Montagu, Mr. Lloyd George, Mr. Austen Chamberlain, Mr. Hughes, Lord Birkenhead, Mr. Winston Churchill, General Sir Henry Wilson, General Botha, Mr. Massey, and Mr. Kerr.—[Photograph by Illustrations Bureau.]

had come to regard them as criminals. If they do not know that the things they have done are horrible, they shall know that they are horrifying.

Hence we cannot accede to Count Rantzau's rather complicated request that a moral cloak of penal justice should be removed from a peace document. For us there is no question of a penal cloak for a peace document; the document itself is penal, like the documents upon which we are daily putting crowds of much poorer and more hardly tempted people in jail. We would not even make it painful, if we did not have to make it penal. We would not trample on the barbarians merely because we had triumphed over them, though we do not need Rantzau's hint to tell us that this is exactly what they would have done if they had triumphed over us. We cannot simply enjoy the sack of Cologne, as he and his Prussians would have enjoyed the sack of Paris. We do not even enjoy the occupation of Cologne, it being in the

history, the Teutonists crushed out of it the part that really stands for humanity. Some of their professors openly made man a mere link, and almost a missing link, between the monkey and the superman. Those who fought this tendency, whether or no they acted by the authority of God, could be said with strict truth to act by the authority of man. And in the mass they did act by the authority of man, in the practical sense of mankind. Count Rantzau talks of the Allies judging the whole world; but in plain fact it was Germany that was judged by the whole world. As neutral after neutral went to war against the new piracy, a judgment was delivered more solidly human than any recorded in history. The Allies might be wrong about many things in the future; they might think each other wrong about many things in the future. The one thing on which they were not doubtful, the one thing in which they were not divided, was the moral condemnation of Germany; for that belongs to the past.

Making Ready for the Atlantic Flight: The "R 34" at a Scottish Aerodrome.



DESCENDING AFTER A TRIAL SPIN IN SCOTLAND: THE GIANT AIRSHIP "R 34" DURING PREPARATIONS FOR A FLIGHT ACROSS THE ATLANTIC.

It was reported on June 9 that General Pershing had requested to be taken on board the airship "R 34" for the attempted flight across the Atlantic; but later it was stated that the report that the airship was being held back for him had been officially denied.

At that time the "R 34" was at an aerodrome on the east coast of Scotland. It was expected that she would be ready to start on the 11th, after a new wireless installation had been fitted, and that the pilot in command would be Major Scott, R.A.F.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.

The Presentation of the Peace Terms to Austria: The Conference at St. Germain.



"WE KNOW THAT WE HAVE TO RECEIVE PEACE FROM YOUR HANDS, THE HANDS OF VICTORS": DR. RENNER, THE AUSTRIAN CHANCELLOR, SPEAKING.

The Draft Peace Treaty containing the Allies' terms to Austria was handed to the Austrian Delegates at a Conference at St. Germain on June 2. In our photograph Dr. Renner, Chancellor of the Austrian Republic, and chief Austrian Delegate, is seen speaking. At the far end M. Clemenceau, who presided, is sitting next to President

Wilson. Dr. Renner said in the course of his speech: "The Danube Monarchy, against which the Allies have waged war, has ceased to exist. . . . We know that we have to receive Peace from your hands, the hands of victors. . . . We pray for a decision which will ensure our national, political, and economic existence."

THE FIRST FLOW OF CHESTERFIELD OIL: DRAMATIC MOMENTS OF BORING.

PHOTOGRAPHS BY TOPICAL; DIAGRAM DRAWN BY W. B. ROBINSON.



CHEERING THE FIRST APPEARANCE OF OIL BALED ON THE SURFACE: DRILLERS AT THE HARDSTOFT WELL.



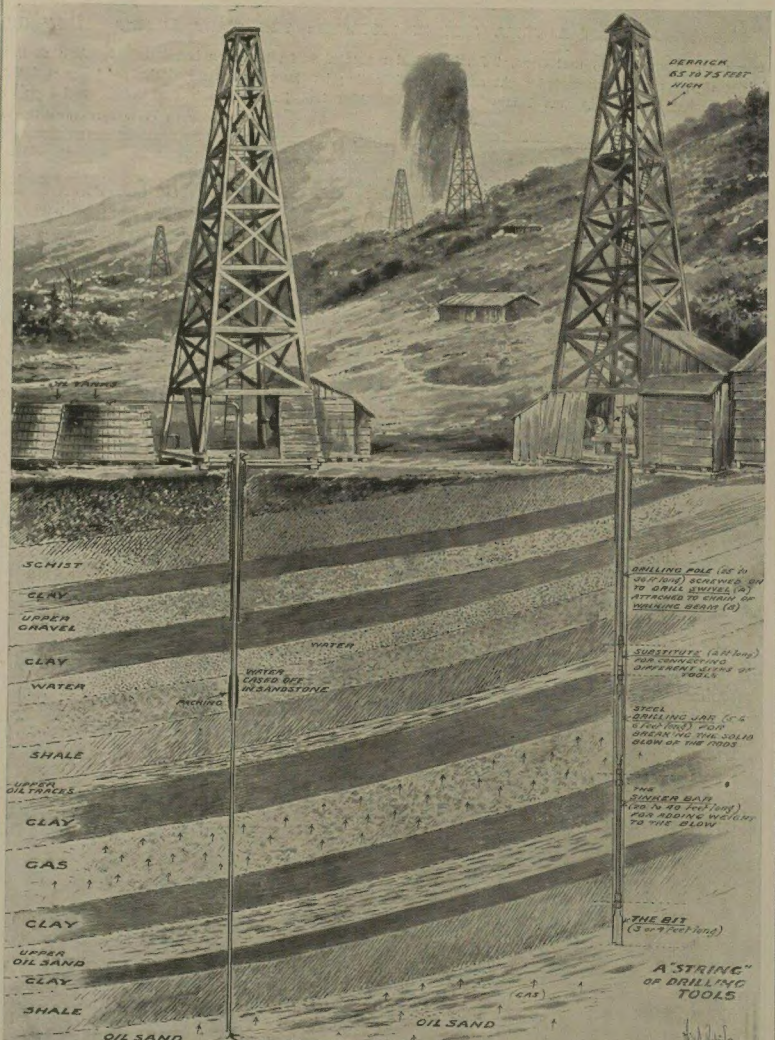
WHERE A PREMONITORY "GAS BLOW" HAS APPEARED: OIL IN THE "SUMP" AT THE BRIMINGTON WELL.



A DRAMATIC MOMENT: THE FIRST FLOW OF OIL FROM THE HARDSTOFT WELL, NEAR CHESTERFIELD.



AT THE HARDSTOFT BORING: OIL POURING FROM THE BALER JUST LIFTED FROM THE WELL.



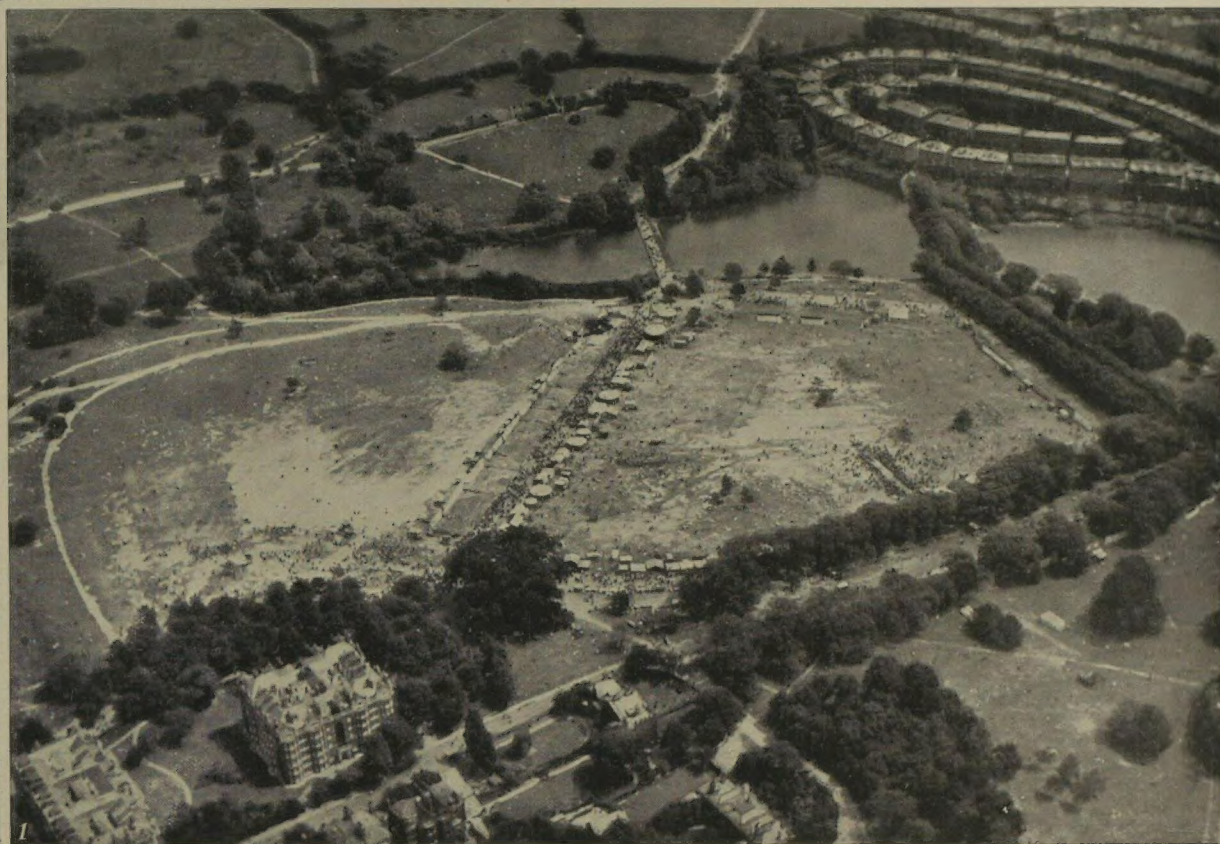
HOW OIL IS "STRUCK": AN OIL-WELL IN SECTION, SHOWING STRATA PIERCED AND THE TOOLS EMPLOYED.

As mentioned in our issue of June 7, oil was struck in Derbyshire, near Chesterfield, on May 27, in the Hardstoft No. 1 boring at a depth of about 3000 ft. The oil soon rose in the bore to a height of 2900 ft. The engineers are constructing a huge tank capable of holding 200,000 gallons. On June 6 an attempt to deepen the Hardstoft bore had to be discontinued, owing to the caving-in of the shale below 3000 ft., until fresh casing could be lowered. Drilling has proceeded at six other wells, and premonitory "gas blows" have appeared at the Brimington bore-holes, and at Ironville, near Alfreton.

The late Sir Boverton Redwood, the famous oil expert, analysed the oil found shortly before his death, and pronounced it "a true natural paraffin base petroleum of excellent quality." Boring is done with "falling tools," so heavy as to pierce the hardest rock, suspended by a cable and worked by steam. The material powdered is raised by a baler, a pipe-like cylinder holding 40 or 50 gallons. It is lowered full of water, which escapes, the oil rising above it. The baler is then raised, and drilling is resumed. The powdered rock mixes with the water, and the baler is again lowered to bring it up.

HAMPSTEAD HEATH FROM THE AIR: BANK HOLIDAY PICTURES.

PHOTOGRAPHS BY SPORT AND GENERAL.



1. A NEW ASPECT OF HAMPSTEAD HEATH ON A BANK HOLIDAY! A PHOTOGRAPH FROM AN AEROPLANE SHOWING THE PONDS AND SOUTH HILL PARK.
2. AS IT APPEARED TO PASSENGERS IN A HANDLEY-PAGE AEROPLANE: HAMPSTEAD HEATH ON WHIT MONDAY—BOOTHES AND MERRY-GO-ROUNDS IN FULL SWING.

Hampstead Heath on Bank Holiday has been the subject of many illustrations of one kind and another, but the aspect which it presents to observers in the air above has probably never been previously recorded. It was reserved for the great crowd of the first "Peace" Whitsuntide to be "taken" in this novel way. In the ideal weather and other conditions

the crowd was immense, and all the usual attractions in the shape of booths and merry-go-rounds were in full swing. The photographs here reproduced were taken from one of the Handley-Page aeroplanes which went up from the Company's aerodrome at Cricklewood for passenger-flights.

A Memorial to the Heroes of Zeebrugge.

DURING the Great War no deed created more interest and world-wide admiration than that great naval enterprise against the U-boat nest at Zeebrugge, which took place on St. George's Day, April 23, 1918; and the scheme for a suitable memorial of this achievement should meet with immediate support not only from British,



ORGANISING THE ZEEBRUGGE
MEMORIAL SCHEME: MR AL-
GERNON MAUDSLAY, C.B.E.,
SECRETARY OF THE ANGLO-
BELGIAN UNION.

Photograph by Lafayette.

disembarked in Belgium was sure to arise. It is true that on these occasions those who could properly judge the feasibility of such a landing easily discounted the probability of the story, which invariably originated in the wagon lines or in some such branch of the Army—a source of all the unlikely tales that helped so much to relieve the monotony of military life at the front. But the rank and file were frequently cheered out of the despondency due to bad news by yarns most eagerly accepted by those unable to weigh up probabilities. And when the news of the heroic action at Zeebrugge was spread throughout the world, it is difficult to estimate the exhilarating effect that this singeing of the Hun's beard had upon all ranks at a time when encouragement was so essential. It was impossible for the enemy to conceal the

facts even from the Belgians under their stern rule, and the account of the success of the devoted party who set out on one of the most dangerous adventures in the world's history spread like wildfire, and created the most intense excitement throughout occupied Belgium.

The details of the finest naval exploit of the war, and the number of heroes who lost their lives, are well known—so well known that there is no need to expatiate upon the necessity for the erection of a suitable monument to commemorate their devotion. The scheme for this memorial was

The plan, as it at present stands, is that a suitable memorial shall be erected on the western side of the entrance to the Bruges Canal, not far from the spot where the canal was blocked by the *Iphigenia* and *Intrepid*. It is to be designed on a very large scale, so that it shall be seen far out at sea—a reminder to all who sail upon the waters of the heroic deed which showed so clearly that the British Navy has lost none of its old daring and initiative. The design is open to competition by all architects and sculptors of British and Belgian birth, who may enter either separately or in collaboration.



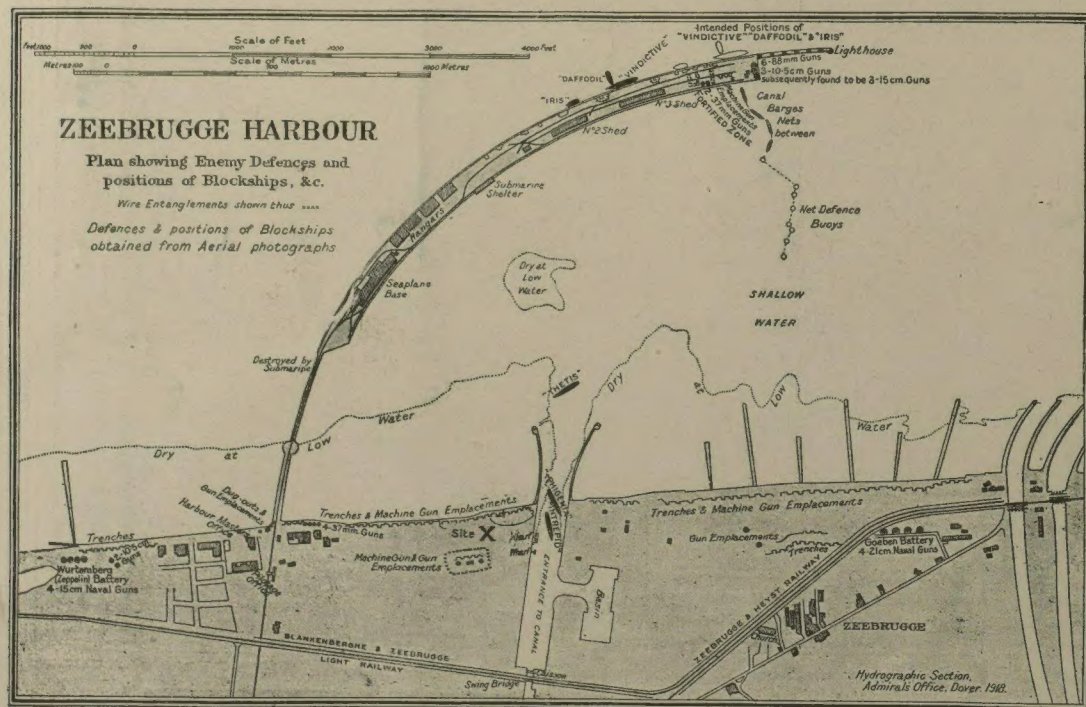
WHERE A MONUMENT VISIBLE FAR OUT AT SEA WILL BE ERECTED
THE SITE CHOSEN AT ZEEBRUGGE.

originated by the Anglo-Belgian Union, and is being strenuously pushed forward by its President and Committee, and especially by its energetic Secretary, Mr. Algernon Maudslay, C.B.E., to whom the cause of Anglo-Belgian friendship owes so much.

A jury—composed of Sir George Frampton, R.A. (Chairman); M. Jules Brunfauf; M. Victor Rousseau; M. Paul Lambotte, C.B.E.; Mr. Ernest Newton, A.R.A.; M. Ryeclaudt, Directeur des Beaux-Arts de Bruges; and Mr. M. H. Spielmann, F.S.A., Hon. A.F.R.I.B.A., F.R.S.L.—

will award the prizes to the competitors; and, though it is hoped that the first-prize winner will be given the commission for the monument, the Committee reserve the right of selecting another design if deemed more suitable. In fact, every care is being taken to ensure that only a memorial worthy of the greatness of the achievement shall be erected.

It is hoped that £30,000 will be forthcoming for this purpose. All donations should be sent to Mr. Algernon Maudslay, C.B.E., Hon. Secretary, Zeelbrugge Memorial Fund, 35, Albemarle Street, London, W. No greater opportunity has been offered to show gratitude for an action which has brought eternal fame upon British arms, and recognition of the heroic devotion to duty displayed by those who gave up their lives that the sea might be free of the German peril.



SHOWING THE SITE (MARKED WITH A CROSS) OF THE PROPOSED MEMORIAL, WITH THE POSITIONS OF THE BLOCKSHIPS
AND THE "VINDICTIVE": A MAP OF ZEEBRUGGE AND THE GERMAN DEFENCES.

ON THE DVINA AND THE VAGA FRONTS: BOLSHEVIST SACRILEGE.



CANADIAN FIELD ARTILLERY IN THE ARCHANGEL CAMPAIGN: LOADING A GUN ON THE VAGA FRONT.



MANNED BY RUSSIANS AND PAINTED WITH A CAMOUFLAGE DESIGN: A 155-MM. HOWITZER.



THE WRECKED CHURCH OF BOLSHE-OZERKI: A SCENE OF UNSPEAKABLE DESECRATION BY THE BOLSHEVISTS.



WHERE THE BOLSHEVISTS SMASHED IKONS AND DEFILED THE ALTAR AND THE FONT: THE CHURCH OF BOLSHE-OZERKI.

The Bolsheviks in Northern Russia have been following the example set by the Germans in France and Belgium. "Sacrilege and desecration," writes a "Times" correspondent from Archangel, "are becoming the outstanding feature of Bolshevik terrorism. It shows a lack of understanding of the psychology of the Russian peasant whom the Bolshevik seeks to win over. With Russians, religion amounts almost to fanaticism, and the wanton desecration of churches alienates any fugitive sympathy with the enemy. Capt. J. J.

Hitching has just returned from a special investigation at the village of Bolshe-Ozerki, near Obozerskaya, recently retaken from the Bolsheviks after being in their hands for a month. The church was used for billeting troops, and the baptismal font was defiled with ordure. The ikons were broken and sacramental garments used as dusters, and all cupboards ransacked. The priest's house was pillaged, and one villager, who was our partisan, had both his hands severed."

CAMPAGNING AGAINST BOLSHEVISTS IN NORTHERN RUSSIA THE LIFE OF THE TROOPS ON THE ARCHANGEL FRONT.



RUSSIAN TROOPS SERVING AGAINST THE BOLSHEVISTS: MUSKETRY INSTRUCTION AT YEMTSKOE.



WITH THE DVINA FORCE: BRITISH M.C.O.'S, ROYAL ENGINEERS, GOING ON SKI TO LAY A WIRE.



STOUTLY BUILT OF TIMBER: ONE TYPE OF BLOCKHOUSE USED BY THE TROOPS ON THE ARCHANGEL FRONT.



ON THE DVINA FRONT SHORTLY AFTER THE THAW SET IN: A BOLSHEVIST GUN CAPTURED BY BRITISH TROOPS.



SHOWING A HORIZONTAL APERTURE FOR RIFLE-FIRE: ANOTHER TYPE OF BLOCKHOUSE ON THE ARCHANGEL FRONT.



LOADING AEROPLANE BOMBS ON A SLEDGE: A RUSSIAN TRANSPORT DRIVER.



A TYPICAL BILLET FOR TROOPS SERVING ON THE DVINA FRONT: THE INTERIOR OF A KITCHEN IN A RUSSIAN PEASANT'S HUT.



RECAPTURED FROM THE BOLSHEVISTS, WHO DESECRATED THE CHURCH: THE VILLAGE OF BOLSHE-OZERKI AFTER BRITISH BOMBARDMENT.



ARTILLERY WITH CARROLL'S FORCE: MEN OF THE SLAVO-BRITISH LEGION AND THE RUSSIAN NATIONAL ARMY MANNING A GUN ON THE ARCHANGEL FRONT.

These photographs illustrating the daily life and duties of the troops serving on the Archangel front, and those on the previous page, were taken in April, shortly after the thaw set in, enabling river craft to operate on the Dvina and its confluent, the Vaga. The climate then was described as warmer than that of Brighton in March. At the moment of writing the latest news from Archangel is a War Office announcement stating: "On the night of May 30, a Russian scout company surrounded a detachment of Bolsheviks south of Mala Bersnka (on the Vaga River) and captured 47 prisoners and a machine-gun. On the Vaga one of our aeroplanes, dropping bombs, obtained a direct hit on an enemy barge." An earlier report, of the same

period as our photographs, mentioned that the new Russian Army was gaining strength and ardour, and that General Ironside was doing his utmost to encourage the Russians who are serving against the Bolsheviks. Thus, in an Order of the Day, he said: "I desire to bring to the notice of all ranks the gallant conduct of a detachment of the Slavo-British Legion the first Russian volunteers raised by the British command on landing during operations at Poranava." This was a machine-gun detachment which held an advanced blockhouse for four days under shell-fire until they were surrounded. "There is no doubt," says General Ironside, "that the detachment stood to their posts till they died."

MEDIÆVAL MANUSCRIPTS: AN £11,800 BOOK OF HOURS; AND OTHERS.

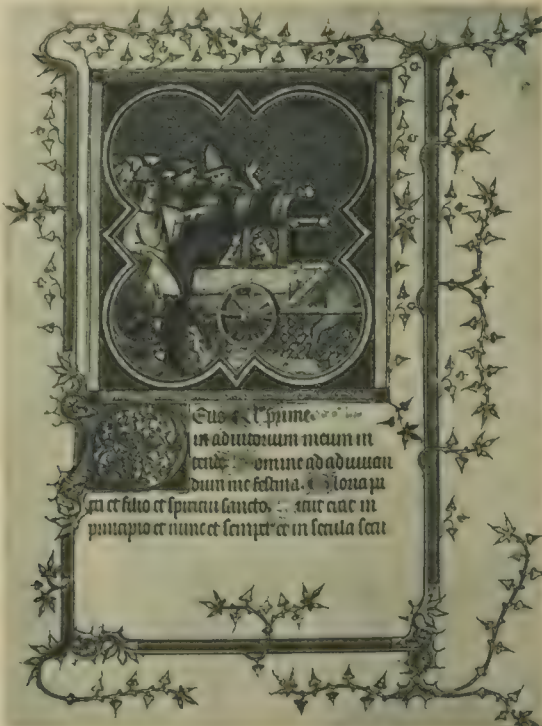
BY COURTESY OF MESSRS. SOTHEY.



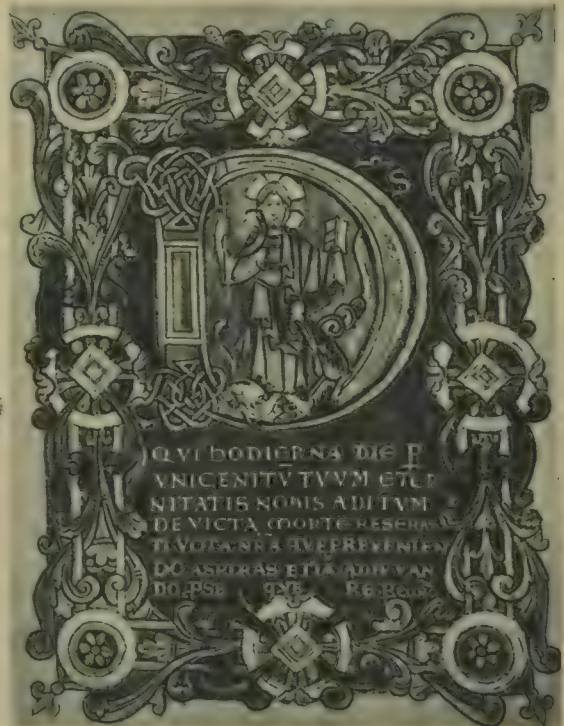
SOLD FOR £3100: THE VERDUN BREVIARY
(THIRTEENTH CENTURY)—A DEDICATION SERVICE
(ORIGINAL SIZE, 11½ BY 8 IN.)



SOLD FOR £5000: A FIFTEENTH-CENTURY MS.
MADE FOR TAMERLANE'S GRANDSON—PERSIAN
POLO (ORIGINAL SIZE, 10½ BY 6½ IN.)



SOLD FOR £11,800: THE BOOK OF HOURS OF JEANNE II.
(FOURTEENTH CENTURY)—ST. LOUIS GOING TO REIMS
TO BE CROWNED (FACSIMILE SIZE).



SOLD FOR £1000: THE GALICAN MISSAL (ELEVENTH
CENTURY)—CHRIST TRAMPLING A WIVERN AND A
DRAGON (ORIGINAL SIZE, 14½ BY 8½ IN.)

The sale of Mr. Yates Thompson's collection of beautiful illuminated manuscripts at Sotheby's on June 3 realised £52,360 for the 30 lots. The highest price, £11,800, was paid by Messrs. Quaritch for the Book of Hours of Jeanne II, Queen of Navarre, dating from 1336-48. The page reproduced above shows St. Louis going to Reims to be crowned. The little King, eleven years old, is with his mother, Blanche of Castille, in a rich tilted wagon, escorted by mounted nobles. Messrs. Quaritch also bought, for £5000, a Persian MS. made in A.D. 1410 for Iskander, grandson of Tamerlane, or Timur, the great Tartar

conqueror. Our illustration of a page from it shows a game of polo, which is of Eastern origin, with an Emperor of Rome among the players. Mr. Yates Thompson saw what he believes was the first polo match in the British Isles, at the Phoenix Park, in 1871. The Verdun Breviary, made for Marguerite de Bar, Abbess of the convent of St. Maur at Verdun, about 1290-1310, was bought by M. Claude Anet for £3100. The page from it above, with musical notation, contains the beginning of a church dedication service. The Gallican Missal (about 1060) was bought by Messrs. Quaritch for £1000.

"THE MOST MAGNIFICENT BOOK IN THE WORLD": A SALE PRIZE.

BY COURTESY OF MESSRS. SOTHEBY



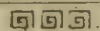
BOUGHT FOR £2900 AT THE YATES THOMPSON SALE: THE FIRST COMPLETE "ARISTOTLE," WITH COMMENTARY BY AVERROES (1483).
THE OPENING PAGE OF VOL. I. (MUCH REDUCED IN SIZE).

The Latin edition of "Aristotle," in two volumes, with a commentary by Averroes, published at Venice in 1483 by Andrea d'Asola, is exceedingly rare, only two or three copies being known. It was the first complete edition of the philosopher's works. Though a printed book, it was included in the recent sale of Mr. Yates Thompson's MSS. at Messrs. Sotheby's, and was bought by Messrs. Quaritch for £2900. Mr. Yates Thompson calls it "the most magnificent book in the world." Describing the above page, he says: "On folio 1 of the first volume is represented Aristotle, who sits on a rock, and with

uplifted hand instructs the Cordovan Averroes, who, with pen in hand, and inkpot and book lying on the ground beside him, drinks in the wisdom of his Greek instructor. The ornamentation, a tasteful arrangement of pearls and rubies, gems and nymphs, cupids, satyrs, and deer . . . is equal to the very finest Italian miniature work of the period." At the foot is a hexameter line, in gold Roman capitals—"Ulmer Aristotelem Petrus produxerat orbi." Mr. Yates Thompson identifies Petrus Ulmer with one Peter Ugelleymer, from whom Andrea d'Asola probably obtained printing apparatus.

"ABOUT A NUMBER OF THINGS."

A Chat on Science by SIR RAY LANKESTER, K.C.B., F.R.S.



COAL—THE INDISPENSABLE.

COAL is so much "a matter of course" in our daily life that most people are only now, when its supply is becoming precarious, anxious to know something of its nature and history. By the word "coal," or "coles," our ancestors understood what we now distinguish as "charcoal," prepared from wood by the "charcoal-burner," or "charbonnier," as the French call him. What we now call "coal" was known to them as "sea-coal," and, later, as "black" or "stone coal," to distinguish it from "brown coal," known nowadays as "lignite," though the name "stone coal" is locally applied in England to that very hard kind of black coal also called "anthracite," of which jet is only an extremely hard and dense variety—found in small quantities in the oolitic strata of Whitby, Spain, and other localities.

It is on record that in the year 1306 a citizen of London was tried, condemned, and executed for burning "sea-coal." This severe treatment was held to be justified by the poisonous and otherwise injurious nature of the smoke so produced. I have not met with any records of the earliest digging for and trade in "sea-coal," but presumably it was obtained near the coast in the North of England and brought to London by ship—hence its name. The coal-trade of Newcastle began in the thirteenth century, but, owing to an Act of Parliament in the reign of Edward I. forbidding the use of sea-coal in London, did not become important until the seventeenth century. It came very gradually into use, and we find that Evelyn (the diarist) in 1661 noted the withering and bad condition of rose-bushes and other plants in London gardens, which he attributed to the pestilential action of the smoke given off by the newly introduced "sea-coal" which was increasingly used as fuel in London houses. The sea-coal was not yet largely, if at all, used in the production of iron; and Evelyn, as a forest-owner and lover of trees, has much to say about the necessity for attention to the cultivation of our forests in connection with the iron industry which then flourished in the Weald of Sussex; charcoal procured by the slow burning or roasting of wood being the fuel used in the smelting furnaces, whilst the ore was the orange-brown wealden sand. It was during the eighteenth century that what we now simply call "coal" came rapidly into use—not only for domestic heating, but for furnaces of all kinds employed in industrial enterprise, and, at a later date, for the earlier and later forms of steam-engines. The smoke of the new coal was everywhere regarded as a terrible nuisance, and a source of injury to both animal and vegetable life. The poisonous action of coal-smoke is not due to the finely divided black particles of carbon of which it largely consists, but to the sulphuric acid derived from the small quantities of sulphur present in coal. It is calculated that more than sixteen million tons of coal are annually used in London alone for heating purposes, and that 480,000 tons of black carbon powder are discharged over London by its chimneys every year, together with very nearly the same weight of poisonous sulphuric acid!

What, then, is this "sea-coal" or "coal" of our modern life? We all know its black, glistening appearance, and more or less friable character. Its nature and origin are best conveyed by the statement that it is very ancient "peat," compressed and naturally changed by chemical action and retaining little or no trace of its original structure. Peat, as we know it from the low land of English and French river valleys and the bogs of Scotland and Ireland, is formed by the annual growth and death of "mosses" of several kinds and of other accompanying vegetation. It retains the woody forms of the vegetable growths which constitute it, and they are often but loosely adherent to one another. Peat may be merely a growth of the past five years, but is sometimes many thousand years old. Older than peat, and more caked and compressed, is lignite, or brown coal,

which occurs on the Continent of Europe and elsewhere in geological strata—newer than those which yield our black coal. Then we have the most important class of black coals which are known as "bituminous coals," because they soften when heated and form hydro-carbons of both viscid and gaseous nature. They are used for domestic purposes, and wherever flame is desired. They are, in fact, the "lumps of coal" familiar in our scuttles. The "bituminous coal" with the greatest amount of hydrogen in it is the cannel or candle coal, so called from its bright flame when burning. This kind is especially valuable for gas-making, and of small value as fuel. The term "anthracite" is reserved for a hard, stone-like coal which is very nearly pure carbon (ninety per cent.). This class of coal burns with a



A HORTICULTURAL CURIOSITY: "FREAK OF NATURE"—A STERILE PELARGONIUM.

The "Freak of Nature" pelargonium was so named by Messrs. Cannell, who raised it. Its flowers, male and female, are totally sterile. It was shown recently by the John Innes Horticultural Institution at a Royal Society Soirée at Burlington House, along with the flowers seen in the other photograph.

very small amount of flame, gives intense heat, and no smoke. It is used in drying malt and hops.

Like all woody matter, that from which peat is formed consists of a combination of the elements carbon, hydrogen, and oxygen; and these remain in somewhat changed chemical union in the brown coal, bituminous coal, and anthracite. The carbon, and a varying and small proportion of the original hydrogen of the woody peat, are the important elements in coal; and we may well ask how they come to be produced as a black or dark brown mass from dead vegetable

a stagnant pond or in a refuse heap they are excluded from the air, and a microbe—a bacterium which has been carefully studied, and is of a kind which can only flourish in the absence of free oxygen—attacks the dead weeds, producing by change of their substance marsh-gas and black carbon, the black mud emitting bubbles of gas which one may stir up with a pole in such a pond. This chemical attack by anaerobic bacteria goes on in the deeper layers of all marshes and stagnant pools, remote from the oxygen of the air; and it is fairly certain that the black coal which we find in strata of great geological age was so produced by the action of special kinds of bacteria upon peat-like masses of vegetable refuse. Indeed, by studying microscopic sections of coal, numerous forms of bacteria have been recognised which might be capable of effecting such chemical changes. On the other hand, we must remember that it is not possible to conclude by form alone as to what subtle chemical work a bacterium or bacillus or micrococcus may be, or may have been, carrying on. The peat-like deposits which became carbonised and so formed the "coal" were probably masses of algae, mosses and soft aquatic plants, which were brought down and accumulated in swampy, forest-covered ground about the mouths of rivers, the deposit being covered in owing to rapid oscillations of level by beds of sand or clay, followed by new growth and deposit.

Our British coal and a good deal of foreign coal is found in certain stratified rocks of the earth's crust known as "the Coal Measures," about 12,000 feet thick. The "seams," or stratified beds of coal, occur in sandy rock, and vary in thickness from a mere film to forty feet. Above the Coal Measures are later deposits, some 14,000 feet in thickness—the Permian, Triassic, Jurassic, Cretaceous, and Tertiary strata. Below them we find stratified deposits containing fossilised remains of plants and animals, to a depth of another 40,000 feet; they are the Devonian, Silurian, and Cambrian "systems" or series of strata. Coal of a workable nature is found in many parts of the world in the beds of strata of later age than our Coal Measures—namely, those of Jurassic, Cretaceous, and Tertiary age.

Coal is so valuable and used in such vast quantities by modern man that, though procured at first from beds lying at or near the surface, it has been found remunerative to mine far into the depths of the earth's surface, where its existence is ascertained, in order to procure it. A depth of 4000 feet is apparently the limit set to such mining by the increase of temperature in mines which penetrate to that extent below the surface. In 1905 the annual output of British coal-mines was in round numbers 230,000,000 tons. It is certain that there is a limit to this production, but not possible to calculate what that limit may be, owing to the uncertainty as to the future working of coal-fields as yet unexplored.

Such questions have been and are being considered by experts on behalf of the Government. A matter of interest of another kind is that in and associated with the coal seams of our Coal Measures, fossilised remains of peculiar fern-like trees, ferns, and other strange plants, and of very peculiar, extinct newt-like animals (as large as crocodiles) are found in great variety. The notion that the toads occasionally found embedded in the black mud of a coal-yard or even in a fractured lump of coal are survivals from the time—many millions of years past—when the plants and animals of the Coal-Measure swamps were living, is a baseless fancy. The toads so found are of the kind or species now living on the earth—totally different from those whose bones occur in the Coal Measures, and the presence of such modern toads embedded in black slime, in coal-heaps in store-yards, or even in coal-scuttles, is only what may be expected to occur and does occur in damp quarries and other places where these familiar little beasts love to hide.



ILLUSTRATING BIPARTITE COMPOSITION IN SEVERAL PLANTS: (LEFT) "PEARL"—A WHITE PELARGONIUM; (RIGHT) A FLOWER FROM A ROOT-CUTTING FROM "PEARL," MARKED WITH RED. Cuttings made from the stem of "Pearl" reproduce the white flower, but in those made from the roots, the flowers are heavily marked with red.

growths which are often bleached and colourless. It is true that vegetable refuse does not necessarily blacken when left to itself. We know that by roasting or charring wood (or animals' flesh or bone) we can drive off the elements oxygen and hydrogen and nitrogen (if there), and obtain a black mass of carbon (so-called charcoal). That blackness is the actual true tint of carbon. The dead weeds and leaves at the bottom of a stagnant pond break down and form a pitch-black mud. They would not, and do not, go black if exposed to the oxygen of the atmosphere; but at the bottom of

fractured lump of coal are survivals from the time—many millions of years past—when the plants and animals of the Coal-Measure swamps were living, is a baseless fancy. The toads so found are of the kind or species now living on the earth—totally different from those whose bones occur in the Coal Measures, and the presence of such modern toads embedded in black slime, in coal-heaps in store-yards, or even in coal-scuttles, is only what may be expected to occur and does occur in damp quarries and other places where these familiar little beasts love to hide.

A 33 TO 1 DERBY WINNER: THE DEFEAT OF THE PANTHER.

PHOTOGRAPHS BY SPORT AND GENERAL.



1. THE FINISH OF THE "PEACE" DERBY: GRAND PARADE FIRST; FOLLOWED SUCCESSIVELY BY BUCHAN, PAPER MONEY, AND THE PANTHER.
2. LEADING IN THE WINNER: LORD GLANELY WITH HIS HORSE, GRAND PARADE (F. TEMPLEMAN UP), IN THE WEIGHING ENCLOSURE AFTER THE DERBY.

The great "Peace" Derby provided a sensation by the defeat of the favourite and the victory of a horse which started at 33 to 1, Lord Glanely's Grand Parade. Lord Glanely had another colt running, Dominion, and of the two Grand Parade was the less fancied, and carried the owner's second colours. Grand Parade won by half a length from Major W. Astor's Buchan, while Sir W. Gilbey's Paper Money was

third. The favourite, Sir Alec Black's The Panther, started badly, and came in fourth. Lord Glanely, formerly known as Sir William Tatem, is a wealthy shipowner who was made a Baronet in 1916, and last year was raised to the Peerage. Before he took to the Turf he was a well-known exhibitor at horse-shows. The King and Queen were present at the Derby, and his Majesty's horse Viceroy won the Stewards' Handicap.



"NOTHING BUT THE FOURTEEN POINTS": A BERLIN DEMONSTRATION AGAINST THE PEACE TERMS OF THE ALLIES.

In their endeavours to evade the consequences of their war of aggression, the Germans have made a great show of declaring that they will accept nothing but President Wilson's "Fourteen Points." Our photograph shows a Berlin crowd listening to speeches in this vein, at the monument commemorating the German victory of 1871. The German counter-proposals to the Allies' Peace terms, according to a message from Berlin, argued "that Germany expressly and exclusively accepted as a basis

for peace President Wilson's Fourteen Points and his later declarations, and no other basis has been subsequently demanded by President Wilson or by any other of the Allied Governments"; also "that the Allies had likewise regarded President Wilson's Fourteen Points and his later declarations as the foundation of peace." The people of Germany are obviously labouring under a perhaps wilful misapprehension.

THE WORLD OF FLIGHT

ON AERO-GARAGES.

By C. G. GREY,
Editor of "The Aeroplane."

ALREADY people concerned with civil aviation are beginning to talk quite seriously about aero-garages, and though it is still full early to think of setting up in business as a caterer for casual aerial visitors, the subject is one which is well worth considering. Personally, one remembers the time when there was less accommodation for the common ordinary bicycle, or, at any rate, less chance of buying spare parts or of getting repairs decently done, than there is of obtaining similar help for a broken-down aeroplane to-day, when, in almost any part of England south of the

The Department of Civil Aviation, under Major-General Sir F. H. Sykes, is doing its best to make these aerodromes into regular garages for the use of civilian aviators, after the Royal Air Force has settled how much accommodation it wants for its own machines. Many of the more rural aerodromes will have to be closed, simply because the R.A.F. is being so ruthlessly reduced in size by Government officials who apparently believe that there will be no more war. The tendency seems to be to keep the big aerodromes near the chief cities as R.A.F. aerodromes, and to share them with civilian aviators. This has been done, for example, at Hounslow, which is one of the chief war stations of the R.A.F., although exhibition and passenger flights have been given there recently by demobilised officers of the R.A.F., who have now become professional civilian aviators. Much the same thing has happened at Hendon, which is returning to its pre-war use as an aeronautical show-ground, though part of the shed accommodation and the use of the aerodrome itself are retained by the R.A.F. as an Acceptance Park for new machines, and as a Salvage Depot, where old machines, parts, and material are being sold by auction—in fact, as a kind of aeronautical Petticoat Lane. It occurs to one that it might be a better arrangement if these aerodromes near the big cities were devoted by the Air Ministry entirely to the uses of civil aviation, and if the aerodromes more remote from the attractions of town life were retained for the actual Service squadrons of the R.A.F. It is rumoured, for example, that the great training establishment at Cranwell in Lincolnshire is to be closed and its aerodrome returned to agriculturists, and that other truly rural air stations, such as those along the Lincoln Ridge, and places like Sedgeford and Bircham Newton in Norfolk, Catterick in Yorkshire, Tetbury in Gloucestershire, are similarly to revert to their pre-war occupations.

Perhaps one may be forgiven for suggesting that, by removing all the *personnel* of the R.A.F. to these remote aerodromes, the task of producing the desired type of R.A.F. officer and man would be facilitated. Far from the dissipations of towns, the *personnel* would have nothing to distract them from their work, and in their spare time they would be compelled to take a live interest in manly sports, for lack of anything else to do. On the other hand, the aerodromes near the towns, if left entirely to civilian aviation, would be more free to carry on business in a commercial manner when all Service control was removed. In the endeavour to combine civilian and Service aviation on one aerodrome, various hindrances are bound to occur. People wishing to book passenger flights may go rushing into the Guard-Room and be placed under arrest, or they may go blundering into R.A.F. sheds and be thrown out with violence by incensed R.A.F. *personnel*. Civilian machines may get in the way of Service machines on test, and become a nuisance. Or, *vice-versa*, Service machines which have to be put through their tests by a certain time may interfere with the operation of proper money-making civilian flying.

So long as Service flying is allowed from the same aerodrome as civilian flying, there is bound

to be friction between the two interests. If a civilian aviator is forced to land by engine trouble, or for any other cause, and finds that the aerodrome on which he has landed is an R.A.F. ground, it is another matter. The R.A.F. would always be pleased to lend him a helping hand. But that is quite a different affair from running a motor-garage in an M.T. depot, or hiring and repairing yachts in a Naval dockyard, or establishing a bicycle shop in a police-barrack. Which is very much what the R.A.F. seems to be trying to do at the moment.

The Regulations issued by the Air Ministry recently for the control of civil aviation even go so far as to lay down a regular scale of charges for assistance to civilian aviators in trouble. For example, the landing fees for civilian aeroplanes at R.A.F. aerodromes are set forth thus—

	Single Landings.	Books of 10 Coupons.
Small type aeroplane -	2s. 6d.	£1
Medium type aeroplane -	5s.	£2
Large type aeroplane -	10s.	£4

These fees, be it noted, are not for landing at Civil Aerodromes under Air Ministry control, but at proper R.A.F. war or training stations. The Air Ministry further proposes to charge "on the basis of labour and time" for "attendance on civil aircraft by R.A.F. *personnel*," such as "for pushing machines with stopped



A COMFORTABLE OFFICE IN THE AIR: THE CABIN OF A B.A.T. FOUR-SEATER BIPLANE, TYPE F.K.26, FITTED UP FOR COMMERCIAL PURPOSES.

The large four-seater biplane of the British Aerial Transport Company, briefly known as the B.A.T., has a roomy cabin for four passengers, well lighted by Triplex glass windows and entered by a door in the side. It is heated by exhaust-pipes and ventilated either by opening the windows or by a small sliding door at the rear end. The cabin can also be fitted up as an office, with roll-top desk, as above; or for mail-carrying purposes, as shown in the other picture. There is a telephone connecting the cabin with the pilot.

Border or east of a line from Bristol to Shrewsbury, one is almost constantly within gliding distance of an aerodrome. And certainly twenty years ago a motor-car which went wrong might do so very much further from any possible source of mechanical aid than an aeroplane could in the present year of grace.

At the moment the French seem to be somewhat ahead of us in the running of regular mail and passenger services by air, despite the fact that their military aerodromes are fewer and farther between than ours. They have established a number of regular *aéro-gares*, as they call them, along these air-routes; but the casual aviator flying about France would have less chance of finding a well-equipped aerodrome and repair-shops within easy reach in case of a forced landing than he would under similar circumstances in this country. We here have been forced by our intense desire for perfection in our Flying Services to criticise certain departments of the Air Administration so severely that we are apt to forget that, with all its faults, the said administration did actually produce the biggest and best-equipped aeronautical organisation in the world. The result is that all big towns in England, and a good many in Scotland and Ireland, have their own aerodromes, with big permanent sheds and workshops full of modern machinery and mechanical appliances.



SHOWING A PACKET BEING DROPPED BY PARACHUTE: THE CABIN OF A B.A.T. FOUR-SEATER BIPLANE, TYPE F.K.26, FITTED FOR MAIL-CARRYING.

engines any considerable distance." Also "where R.A.F. workshops are available, but no R.A.F. *personnel* can be spared, arrangements will be made to permit the use of the workshops by civilian firms on appropriate terms." There is much more of a similar nature, all of which gives one furiously to think. Obviously the R.A.F. cannot do all these things for nothing; equally obviously air traffic for some years to come would not warrant any commercial firm in opening aero-garages all over the country. But is this R.A.F. venture a species of State Trading, and a step towards Socialism? Or is it simply a very sound attempt to encourage civilian flying in the best possible way? Altogether, the subject of aero-garages, whether State-owned, State-aided, or purely commercial ventures, is well worth considering.

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PEACE-TIME MINE-SPOTTING BY KITE-BALLOON: CHANGING THE WATCH.

DRAWN BY FRANK H. MASON, R.N.A. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)



HOISTING A NEW OBSERVER (MIDWAY UP THE ROPE) TO A KITE-BALLOON: MINE-SWEEPING IN THE MEDITERRANEAN.

Although the Navy has to a large extent "packed up," many ships remain on very active service (mostly for the R.N.R. and R.N.V.R.) in mine-sweeping. The work will continue for a year or two, but it is now safer than in war-time, through the adoption of various protective measures. In the clear waters of the Mediterranean, mines below the surface can be

spotted from the air, and kite-balloons are employed. One with its parent ship, a sloop, is here seen off Imbros. During the day a relief observer is hoisted up into the cage, by a sling or "whip," and the other observer lowered. Motor-launches are used to tow kite-balloons. The observer reports to the M.L. by telephone, and the M.L. signals to the sweepers.



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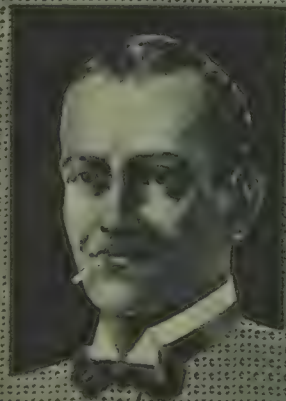
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THE MENACE OF CHOLERA.

CHOLERA, by all accounts, is rife in Petrograd, where all the conditions for its propagation are present in abundance, and it will probably not be long before a few isolated cases occur in this country. It will most likely be brought here by some of the dirty, underfed, and altogether undesirable aliens of Jewish blood whom our present rulers seem bent on admitting as freely as before the war; but with our better system of notification and the increased attention paid to sanitary arrangements, due to almost universal service in the Army, there is no reason why it should not remain isolated, and be prevented from spreading. Even if it should so spread—and the exact course of its propagation is not yet ascertained—science is by no means powerless, for the last few years have shown that cholera is now curable with fair certainty, and that with proper care and supervision, an epidemic of it would claim far fewer victims than did the influenza. As will presently be seen.

Now Asiatic cholera, or *cholera morbus*, as everyone knows, is produced by a certain bacillus, called the comma bacillus or *vibrio*, which appears in the intestine of the patient attacked, but hardly ever passes thence into the blood. Yet the *vibrio* itself seems to have no fatal action. Cultures containing it have been given by the mouth, or injected under the skin and even into the peritoneum, without any of the symptoms of cholera following. Hence it is considered by most investigators that true choleraic infection can only result when the *vibrio* is introduced into a system specially prepared for its reception, and perhaps only in association with other microbes by themselves harmless enough. Be that as it may, it is fairly clear that the mischief is caused by a toxine, or poison secreted by the microbe, which survives it, and can even, according to some, be produced by the dead bacillus. This it is which passes into the blood, and there causes

the cramps, the violent vomiting and purging, and finally the collapse brought about by the partial or total cessation of all the vital functions of the organism which mark the seizure by true or Asiatic cholera. So thorough is the change produced by it that if a vein be opened in the arm of a choleraic patient in *extremis*, a few drops of a black fluid of the consistence of tar are all that can be drawn from it. To combat this poison without troubling oneself too much about its origin must, therefore, be the work of the

counteract this change in the blood is to inject into the veins a solution of sodium chloride, or common salt, which should be "hypertonic," or, in other words, far in excess of the proportion of salt normally found there. To this he adds a small proportion (not 4 per cent.) of calcium chloride, because, *pace* some English doctors, he has found this salt to have a marked and beneficial effect on the heart's action. By this action, he claims that he restores the blood of the choleraic patient to something like its normal condition.

This, however, is not enough. It is necessary to make the cure complete or permanent, to kill the toxine itself which the peccant *vibrio* is, in bad cases, pouring forth with such vehemence as to overcome all other means of defence. This he does by doses of potassium permanganate (the principal ingredient, by the way, in the familiar Condy's Fluid) administered by the mouth, and sometimes rising to as much as 100 grains spread over one or two days. Almost any other oxydising agent would, doubtless, do nearly as well, but the permanganate is a convenient form of counter-agent, and can be carried about in crystalline form. Nor is this all. Even when the blood has been restored to its proper state, and the toxine effectually neutralised, it will, says Sir Leonard Rogers, generally be found that the kidneys refuse to resume their normal functions, being subject to what he describes as *acidosis*. To remedy this, he gives freely intravenous injections of sodium bicarbonate, which can with good effect be added to the saline injection and should complete the cure.

There remains to be said what is the proof of all this. Sir Leonard's figures, as given in our contemporary the *Lancet* of last month, are thoroughly conclusive on this point. From 1895 to 1905, the number of recoveries of patients attacked by cholera in India were only 41 per cent. With the perfection of the treatment by the means above sketched, this gradually increased, until in the period 1915 to 1917 inclusive, the proportion rose to 80·9 per cent.

F. L.



WHERE A HEAVY MOTOR-LORRY FELL 250 FT. INTO THE VALLEY: A BROKEN SUSPENSION BRIDGE AT FRIBOURG.

The picturesque Swiss town of Fribourg was recently the scene of a terrible accident. The suspension bridge over the Cottenon gave way under a motor-lorry loaded with timber and weighing 12 tons, nearly double the regulation weight. The driver paid for his negligence with his life. This bridge had a span of 500 ft. The Grand Pont (seen in the background) is 820 ft. across. Both are of the flexible type long discarded by engineers.

Photograph by Macherel.

man of science; and the address of Sir Leonard Rogers to the Indian Science Congress, which has just held its first post-war meeting at Bombay, shows what immense progress has been made in this respect. Sir Leonard, who is, among other things, a Lieutenant-Colonel in the R.A.M.C., tells us that the first thing to do in order to

conclusive on this point. From 1895 to 1905, the number of recoveries of patients attacked by cholera in India were only 41 per cent. With the perfection of the treatment by the means above sketched, this gradually increased, until in the period 1915 to 1917 inclusive, the proportion rose to 80·9 per cent.



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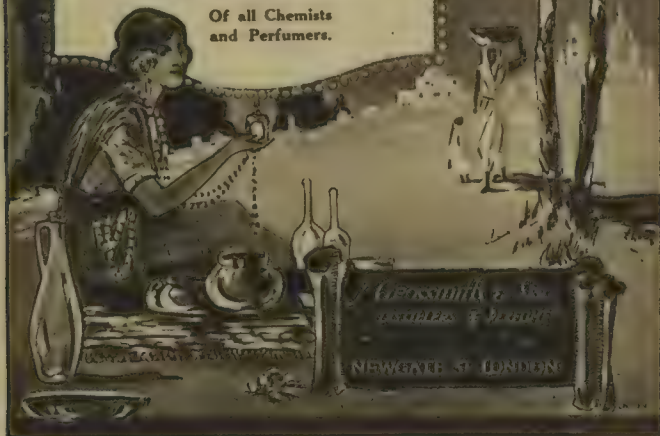
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"DAISY merits my
complete approval"

writes Dr. ROBERTSON WALLACE

WHEN you take Daisy for a headache you can be comfortable in the knowledge that you are doing absolutely the right thing—that your action is medically approved. There are many headache "cures" of varying merit, but Daisy alone has received the strong praise and support of a great West-end specialist (see letter reprinted below).

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Dr. ROBERTSON WALLACE writes:

44, Haymarket, Piccadilly Circus, London, W.,
November 12th, 1918.

Dear Sir,
For many years I have watched headache specifics and subjected them to tests, but have never felt inclined to approve of their composition or effects.
I must admit, however, that your "Daisy" Headache Cure merits my complete approval, and I am especially pleased to note that you have replaced the depressing ingredient acetaminol (antefebol) by an infinitely safer and more certain principle, free from any possibility of causing injury to the system.
I lay great stress both on its efficiency and safety, and compliment you on your commercial courage in placing an unusually costly formula, at a reasonable charge, at the command of the public.
Yours faithfully,

(Signed) ROBERTSON WALLACE, M.B., C.M.

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TONIDES Virginia Cigarettes are recommended to all smokers whose taste and judgment leads them to appreciate a refined yet satisfying cigarette.

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The box with the tilting tray.

LADIES' NEWS.

WE are all in love with the Prince of Wales; but it need not embarrass his Royal Highness. We do not let concealment feed on our damask cheeks; we tell each other and all and sundry but we never, never, never tell the Prince! Not in the least a Prince Charming—a fairy-tale hero that loses his flavour when we grow up; but a manly Prince, kindly, natural, full of good fellowship, and thoughtful withal, yet a real boy, with the magnetism of nice, clean, bright, high-spirited, British boyhood full upon him. His voice, in speaking, is sweet, of a pure tenor quality and carrying—a great asset for a speaker in public, and a heritage, I think, from his mother, who has a particularly pleasing voice, and a delightful singing voice also. A very lovable trait too in his delightful character is his



A DANCE HOSTESS: MRS. C. W. SOFER-WHITBURN.

Mrs. C. W. Sofer-Whitburn gave a dance for her niece on June 13. She is the daughter of Mrs. J. B. Heseltine, of Wolverhampton, Lymington, and sister of Viscountess Cantelupe. Her husband is Mr. Charles William Sofer-Whitburn, of Addington Park, Kent.

Photograph by E. O. Hoppe.

devotion to the Queen, who is his ideal of womanhood. He never ceases to pay her little attentions, no less appreciated because she is so great a lady. We are very lucky to have so perfect an example of family life in our Royal Family, and to have a Prince of Wales who wins the respect and love of all who meet him.

A woman is going to make the attempt to fly the Atlantic. She is an American woman, and has already proved herself a skilful and intrepid pilot. Yet, when one contemplates that great waste of waters, the extraordinary weather conditions that prevail over them, and the frailty of the best-constructed aeroplane, one feels that it is no job for a woman. We have not come to consider that what the gander does the goose may do—rather, we think she is a real goose to try, when it comes to such a feat. There is little doubt that woman in England will never be regarded as equal with man, but chivalrously, as his to be courteous to and take care of. British men are rather wonderful, for they give their seats to us, they open or shut windows in trains at our request, and are polite to us and careful for us in dozens of ways. They do not

visit on us those days of our violent actions and our blatant struggle for equality. If they did, what a poor time we should have in these days of fights for places everywhere we go!—because we are certainly not their equals in force. We were good friends to them in war time—but that was a time when they were still better friends to us. This is rather a far wander from a woman's Atlantic flight, which brings one to the point that, if she does succeed, there will not be the whole-hearted admiration for her that there would be for a man. We may wonder why, and feel that it would be unjust; but there it would be. Angel flights in any metaphysical sense may be womanly, but an aeroplane flight of thousands of miles—no!

Our homes are doubly dear to us because they have been in danger. Women make them, men love them, and

(Continued overleaf)



A CHARMING PORTRAIT: MRS. NOEL CURTIS BENNETT.

Mrs. Noel Curtis Bennett is the wife of the second son of the late well-known Magistrate, Sir Henry Curtis Bennett. She is the sister of Basil Hallam, who lost his life in the war but will never be forgotten by Londoners. [Photograph by Bertram Park.]



A BRIDE-TO-BE: MISS KATHERINE DUNCOMBE.

Miss Duncombe, who is engaged to Mr. H. F. J. Williamson, only son of the late Wilfred J. W. Williamson, is the daughter of Mr. Basil Duncombe, and is called after her grandmother, Lady Katherine Duncombe, daughter of the third Earl of Gosford.—[Photograph by Hugh Cecil.]

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URODONAL

The TWO uses of medicine are:—
PREVENTIVE, to ward off ills that may be feared or expected; and CURATIVE, to remove both the cause and effects of such ills, if they have already gained a hold on the system.

URODONAL acts in both capacities, and by seeking out the prime cause, uric acid, and expelling it from the system by natural means, it attains its object in either case, in all such troubles as GOUT, RHEUMATISM, SCIATICA, LUMBAGO, and KIDNEY AILMENTS, and the many other ills that owe their origin to the gradual (and perhaps unsuspected) accumulation of uric acid in the organs, whose normal function it is to keep the body continually cleared of the impurities it gathers.

It is unreasonable to expect these organs to perform their allotted duties while clogged with an accumulation of uric acid. Let it be borne in mind that, as a solvent of this dangerous poison, URODONAL is 37 times more effective than Lithia.

The regular use of URODONAL safeguards arthritic subjects against the many and varied disorders to which they are liable sooner or later, i.e., nephritic and hepatic colic, rheumatism, gout, gravel, eczema, obesity, asthma, sciatica, urticaria, migraine, arterio-sclerosis, etc.

URODONAL is the safest antiseptic of the kidneys and bladder.

URODONAL has received the approval of leading members of the Medical Profession in the U.K. and abroad, and is regularly prescribed by physicians in every country in the world.

Price 5/- and 12/- per bottle.

Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct post free, 5/6 and 12/6, from the British Agents, HEPPEL'S, Chemists, 164, Piccadilly, London, W.1.

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Overcomes
Constipation.

Prevents
Hæmorrhoids.

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Jubol is a scientific physiological laxative agent. It effects the re-education of the intestine by means of the biliary extracts and active principles of all the intestinal glands of which it is composed.

The complete treatment for the "re-education" of the intestine usually extends over six months. It can be prolonged, if necessary, without the least inconvenience. It is never contra-indicated, does not become a habit, and is suitable for sufferers at all ages and in all circumstances.

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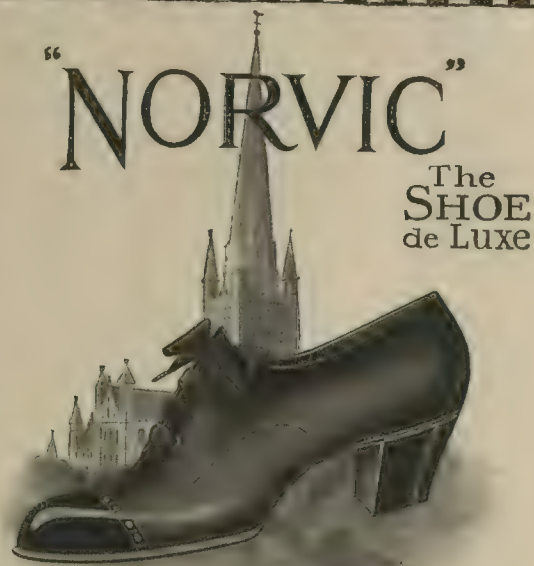
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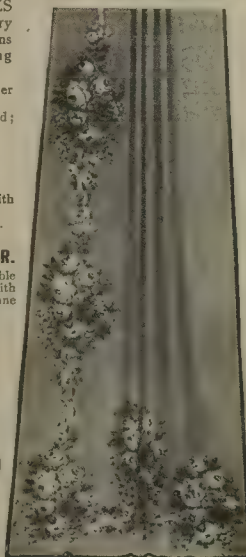
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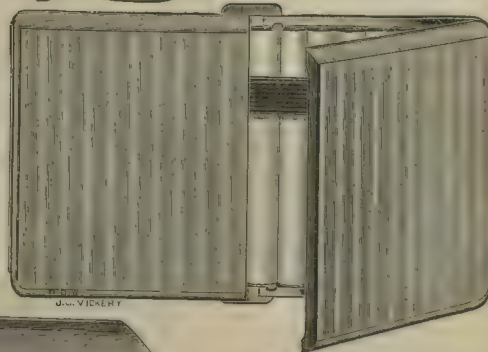
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Engine Turned Silver,
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**A GOOD SOLID SILVER DOUBLE-ROW
BEST QUALITY CIGARETTE CASE.**

WITH ANY

**Regimental Badge beautifully enamelled
in colours.**

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FROCKS FOR TENNIS FROM PARIS.

Simple and ingenious toilettes suitable for country wear, and yet having a "chic" all their own.

children are happy in them, never thinking how they come about. An English home is an indescribable thing, so subtle and so strong is its hold. Immense pains and deep thought go to the beautifying of it, so home-makers owe much to such an enterprising firm as that of Williamson and Cole, 26-30, High Street, Clapham, S.W.4, for producing periodically that unique guide to furnishing, the book called "The Home Beautiful." In it are coloured pictures of lovely rooms, of chintzes, cretonnes, curtains, fabrics for loose covers, cushions, lamp-shades, casement-cloths, carpets, rugs, linoleums, and other floor coverings. These are reproduced in the actual colours, and always of

the latest designs and tones; patterns are also given in the book of different fabrics. In black-and-white illustrations there are furnishings innumerable. In its pages will be found every article needed for a beautiful home, in variety as well of form as of price. The house is so well known that there is no need to say that everything is the utmost of good value; while the illustrations are proofs of the taste and wide knowledge of the firm.

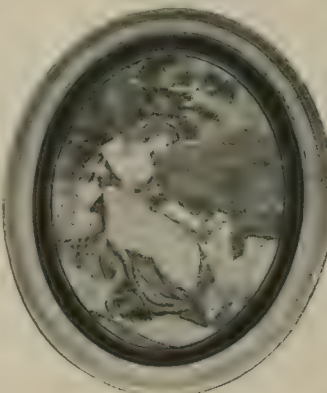
Lady Diana Manners was merged into Lady Diana Duff-Cooper amid rose-trees in full bloom and many orchids from the famous houses at Blenheim. The bride, herself gorgeous in white and gold, attended by three lovely children in gold and white, made a picture not to be forgotten. As for the boy who was the bridegroom, he put all his individuality into looking happy, and by so doing added a very telling note to a very lovely wedding. Lady Diana may be described as the bride who has the thousand friends. "Doesn't the darling look lovely!" "She is such a dear!" were some of the pretty things very sincerely said of her on her wedding day; and, if good wishes will secure happiness, her wedding will have the real fairy-tale sequel

that it would be so. The coat was lavishly embroidered in amber, dull gold, and oxydised silver; and the écu taffeta hat owed its cachet to a lovely old lace veil, and to just a touch of sea-green shot with opal of a silk lining showing. To say that it was vastly becoming to the bride is

banal, because anything would have been becoming to such a bride.

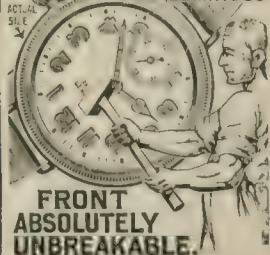
Never were there so many applications for vouchers, for the Royal Enclosure at Ascot as this year. It is likely to be the most crowded place at the meeting. Also it would seem as if, with the great widening of the circles of those in a position to claim the privilege through the six garden-parties, the Royal Enclosure would in the years to come either disappear automatically or be enlarged out of all knowledge.

That presents of genuine antiques and beautiful bits of embroidery and lace are immensely appreciated is proved by the number of them that appeared among the wedding presents to Lady Patricia Ramsay and to Lady Diana Duff-Cooper and Princess Antoine Bibesco. It is, therefore, of interest that there is an exhibition and sale of them at Debenham and Freebody's well-known galleries. They have been collected by experts from all over the country, and include some very rare and beautiful Stuart embroidered pictures, also effective and charming Georgian silk needlework pictures; the embroideries comprise specimen pieces from all over the world—Sicilian, Italian, Portuguese, French, Eastern, and British. There are delightful presents at all prices, from a small hand-mirror with embroidered back at 18s. 6d., to panels and hangings at eighty and a hundred guineas. We illustrate two: the mirror costs £2 5s., and a quaint Georgian needlework picture is priced at fifteen guineas. So there is choice as wide as variety in beauty.—A. E. L.

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The Alarm will arouse the Heaviest Sleeper.



Luminous Alarm Watch. Perfect Timekeeper.
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Any Initial same price. Or with Regimental Badge Centre, £7 7s.



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These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 9d., to be obtained from all Stationers. If out of stock, send 9d. in stamps direct to the Works, BIRMINGHAM.

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Boxes 1/-

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You can't avoid "taking other people's breath"—but you needn't take their Colds and Sore Throats too. Simply suck a few Formamint tablets, which make your mouth and throat microbe-proof. They are palatable and non-odorous, and you can conveniently carry them in your pocket or hand-bag. Buy a bottle at your chemist's to-day—price 2/2.

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Never cut the cuticle round your nail because that makes the skin hard, and unsightly hang-nails result. The dainty, better way is to remove the cuticle gently with Cutex. Wrap some absorbent cotton round the orange stick you find in the Cutex package and gently push back the cuticle. It softens at once—then disappears. Rinse your fingers in clean, cold water and dry them. Even after one Cutex manicure you will be astonished at the improvement in your nails.

Cutex costs only 2/- at any Chemists, Stores or Perfumers.

Cutex nail white and Cutex cuticle comfort are each 2/- also Post free 2/3 from

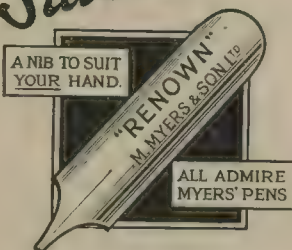
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You can't paint the lily—you can keep it pure. The natural beauty of healthy teeth is worth a tube of Oriental Tooth Paste.

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"THE PENS THAT GLIDE"
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Two Weeks Old Baby Had Eczema On Body Cuticura Healed

"When only two weeks old, baby had running eczema all over her body, and even on her ears. It came like water blisters, then burst and she had no sleep. The heat of her body was terrible. I could not dress her."

"I had her treated, but was told she was too far gone. Then I sent for a free sample of Cuticura Soap and Ointment. I bought more, and in less than three weeks she was healed." (Signed) Mrs. E. Annandale, 348, Southampton Rd., Eastleigh, Hants., Eng.

"Delicate skins with tendency to pimples, redness or roughness should not be irritated by strongly medicated soaps. Why not use for every-day toilet purposes, Cuticura, a pure, gentle soap, touching the first signs of pimples or irritation with Cuticura Ointment?"

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For further particulars see booklet address: F. Newbery & Sons, Ltd., 27 Charterhouse Sq., London. Also for mail orders with price. **507** Cuticura Soap shaves without ras.

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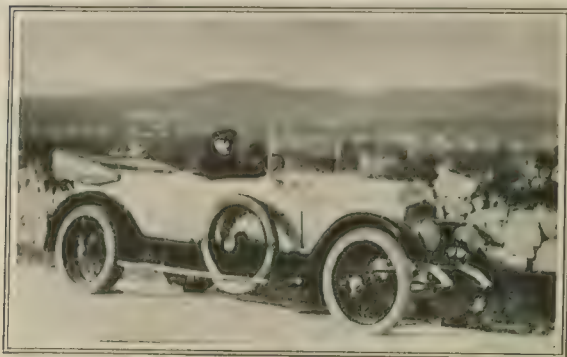
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THE CHRONICLE OF THE CAR.

The Ways and Communications Bill.

Apparently the Report Stage of the Ways and Communications Bill is to be made the opportunity of a desperate effort to get the roads removed from the scope of the measure. A strong party in the House



A CROSSLEY TOURING CAR: A PICTURE FROM SPAIN.

Our photograph shows the new 25-30-h.p. R.F.C. model Crossley "Manchester" touring car in the Guadarrama, Spain.

intends to move for a separate Ministry of Highways, with General Maybury as the first Minister; and it is said this party means to fight the matter to the end. If it fails in the Lower Chamber, the matter is to be fought out in the House of Lords.

This is satisfactory as far as it goes, but the prospect is not particularly hopeful when the ignominious fizzle which characterised the Second Reading is remembered. The Government is very strong on the inclusion of the highways, and there can be little doubt that they will still insist on the roads being brought under the huge bureaucratic Ministry to be created by the Bill. Yet there are so many arguments—and so logical—for the creation of a separate Ministry of Highways that it is conceivable the Government may give way on the point, especially as there does not seem to be anything in the idea which can in any way vitiate the objects of the main Bill, which are to co-ordinate the transport systems of the country, and bring about greater efficiency with less waste of money

and effort than characterises their present administration. It has already been conceded that a separate department of roads shall be constituted, under the Minister of Ways and Communications, and that General Maybury is to be at its head. From that to a completely separate and independent Ministry of Highways seems to be a very short step. It certainly would possess merits far beyond those of the subordinate department, and would undoubtedly work better in every way. The arguments seem to be all in its favour, while there are really none against it, and therefore the prospect is not altogether without hope.

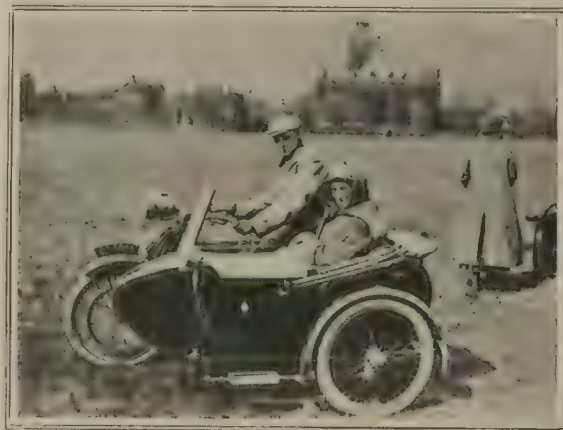
The A.A. is conducting another vigorous campaign in favour of the separate Ministry, and has addressed a very telling letter to Members of both Houses, insisting that, unless such a separate Ministry is constituted, enterprising development will not be possible. It is very properly pointed out also that roads are a necessity to everyone, and that it is completely erroneous to regard them merely as feeders to the railways; while, if they are given their rightful position, they are more economi-

cal to form, develop, and operate than any other form of internal communication. This seems to be an excellent point, and supplies a convincing argument against placing the highways in subordination to a Ministry whose first interests and primary cares must, by the very nature of its constitution, be with the railways.

Motor Taxes and Highways.

It seems to me to be somewhat of a confusion of issues to make a capital point of the allocation of motor taxation to highway upkeep when the whole of the present circumstances are taken into account. The total of the motor and fuel taxes falls short of £2,000,000 per annum, while the Government has recently stated that it is intended to provide a first payment of £10,000,000 for highway reconstruction at once, and further sums

aggregating another £30,000,000 later on. It is obvious that the taxes in question will never provide more than a moiety of the moneys required for highway purposes, and it does not seem to matter much where the total comes from so long as it is provided. If we are going to carry on in the old way, with the Road Improvement Fund as a nucleus, well and good, since the motor taxes are the only funds which can properly be earmarked for the especial purposes in view. If, on the other hand, we are to have a Ministry of Highways, it is perfectly clear that it will require funds greatly in excess of those derived from motor sources, and these will have to come out of the general Exchequer funds. It would be more logical, therefore, if the agitation for the restoration of the *status quo ante bellum* were deferred until we see what is going to happen in the matter of highways administration generally. There is an aspect of the matter which has not been raised yet, and that is the possible effect on motor taxation of such an agitation as that going on now. It is tacitly conceded by the agitators that motorists should be taxed



OLD DAYS—AND NEW: A B.S.A. MOTOR-BICYCLE WITH SIDE-CAR; WITH THE SHAKESPEARE MEMORIAL THEATRE IN THE BACKGROUND, AT STRATFORD-ON-AVON.

for purposes of highways maintenance, and it is not at all unlikely that it should occur to someone in authority that, this being admitted, the principle should be carried a step farther than it has been, and the total of motor

[Continued overleaf]

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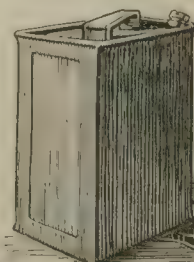
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Waste is always

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* The price of 16/20 h.p. chassis for closed carriages is £490

The Chassis price includes spare wheel and carrier ; spare tyre and cover ; electric lighting dynamo, with switchboard, battery and wiring ; and Electric starter.

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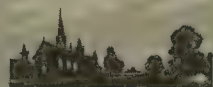
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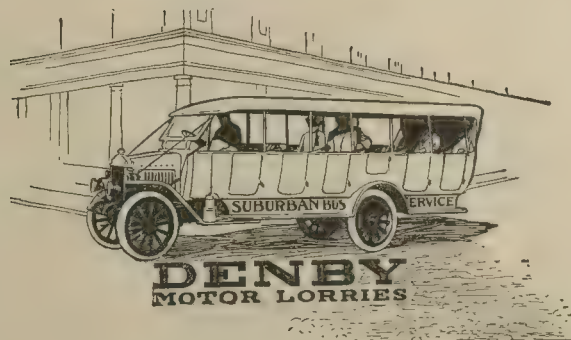
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taxation be brought more nearly into line with expenditure. There may be nothing in it, but the point is well worth bearing in mind. It seems to me the best thing to be done now is to mark time until we know where we stand.

A Powerful Trade Combination.

Messrs. Armstrong-Whitworth have acquired a controlling interest in the Siddeley Motor Company, and in future the car business of the combination will be concentrated at Coventry, under the style of the Armstrong-Siddeley Company. Needless to say, this is an exceedingly powerful combination of interests, and is likely to make itself felt in motor industrial concerns. For the immediate future the new enterprise intends to confine itself to the production of a single model of the six-cylinder type, and on the advance specification it seems like a very fine car indeed. All the experience gained by the Siddeley Company in the making of aero-engines—and they were turning out two hundred a week at the Armistice—has been brought to bear on the design of the new car, which will be something of a sensation when it appears on the road. Also,

the price is in direct contrast to the inflated figures demanded by some firms of far less reputation. Complete with electric lighting and starting set, lamps, and tyres, the chassis is priced at £660. Deliveries will begin after August, and I am no prophet if the new Armstrong-Siddeley does not prove to be an instant success.

A "Shell" Brochure.

The Shell Petroleum Company have sent me a brochure entitled "The 'Shell' That Hit Germany Hardest." It is a record—and a very wonderful one—of the efforts put forth by the company during the war. Short of reprinting the whole work, which is obviously impossible, it is out of the question to give even the sketchiest idea of the magnitude of the war services of this great company. Were it not that facts and figures are given in confirmation of every detail, it would read more like a work of imagination than a record of actual achievement. It is well worth reading, and I recommend the interested to write to the Shell Marketing Company, of Parker Street, W.C.2, asking that a copy should be sent.

Among the Clubs.

Most motorists will associate the Herts County Automobile Club with hill-climbs by reason of the Club's long record of successes in connection with the famous Aston Hill competitions. Their record for successful organisation and expeditious achievement has never been excelled; and while for many reasons it is impossible for the Club to hold an open competition this year, it will carry out a members' hill-climb. No doubt this will be a worthy successor to past events; and those sporting car-owners who would like to take part can do so by becoming members of the Herts Club. Incidentally, membership confers all those advantages which have

been somewhat largely advertised by the R.A.C. as being available through direct Associateship, and at the same cost—a guinea. A line to the Hon. Secretary, 113, High Street, Watford, will ensure forms of application for membership being sent by return of post.



THE NEW PRESIDENT OF BRAZIL IN LONDON: DR. EPITACIO PESSOA DRIVING TO THE MANSION HOUSE.

President Pessoa, with his wife and daughter, arrived in London on June 3, and was welcomed at Victoria by the Prince of Wales. During his visit, which ended on the 6th, he was entertained to dinner by the Government, and to luncheon by the Lord Mayor at the Mansion House. He also saw the Derby.—[Photograph by Newspaper Illustrations.]

Seaplanes as Mail-Carriers.

During the recent trouble in Egypt, the insurgents succeeded in destroying a portion of the railroad between Alexandria and Port Said, and a regular mail service by train became impossible. Under these circumstances the only alternative was to use the air as a means of conveyance, and a squadron of seaplanes fitted with Sunbeam-Coatalen 250-h.p. "Maori" engines was detailed for the purpose. These machines carried out the work most successfully, and made the non-stop flight of well over 100 miles four times each week for three weeks without any mishap or forced landing whatever. This speaks well for the quality of the engines, and their never-failing efficiency made such a service possible. This is but another instance of the value of aviation for commercial purposes.

W. W.



A BEAUTY SPOT AND A FAMOUS CAR: A NAPIER AT STONELEIGH ABBEY. Stoneleigh Abbey is one of the beautiful ancient buildings in Warwickshire, a shire rich in fine old buildings and fascinating historic associations, and it is seen here in picturesque contrast to a very fine and up-to-date six-cylinder Napier car, of a type in high favour with tourists, and the product of many years of engineering skill.

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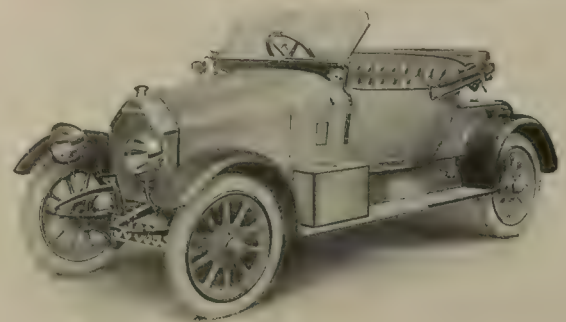
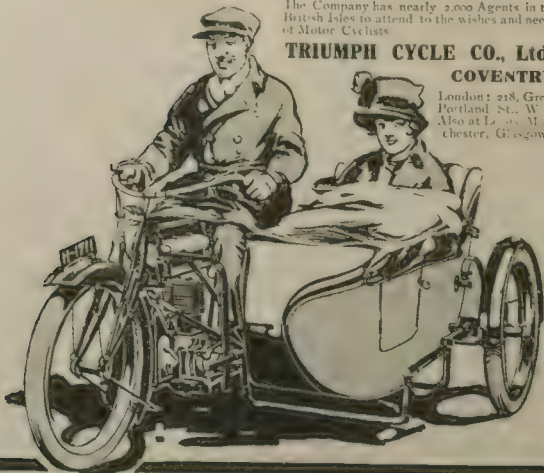
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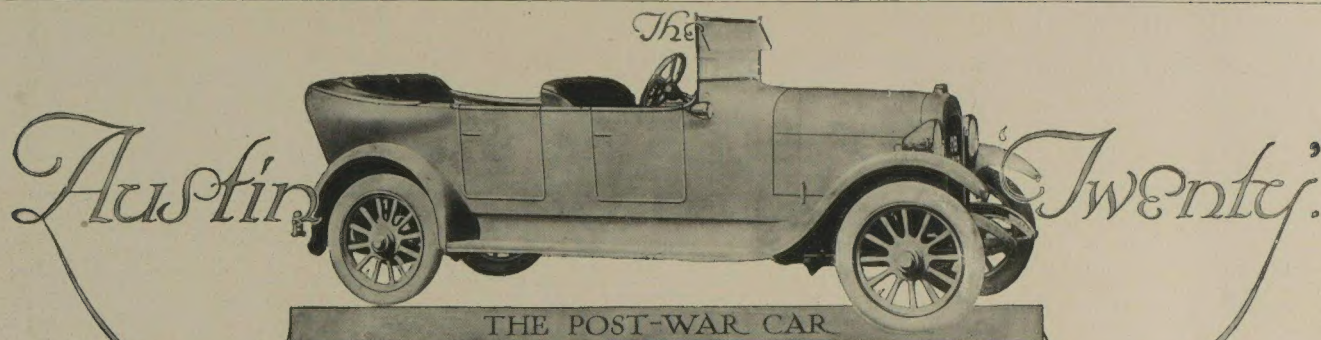
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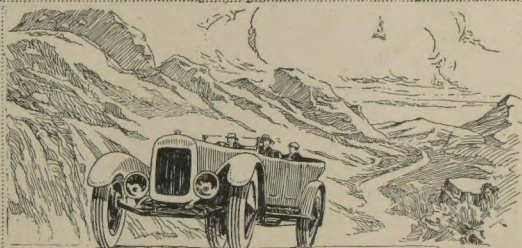
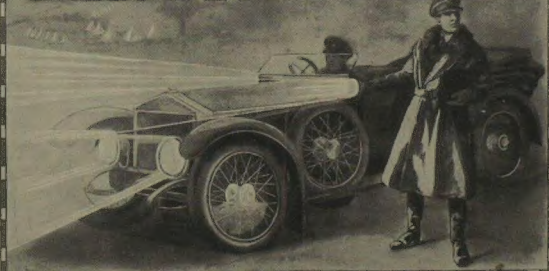
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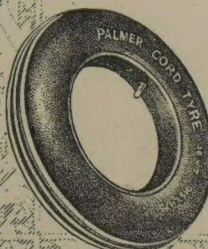
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THE PLAYHOUSES.

THE INDEPENDENT THEATRE AT KENNINGTON.

THE Independent Theatre has resumed its activities, its first production of the season taking place at the Kennington Theatre on Tuesday afternoon of last week, and consisting of English renderings of Verga's "Cavalleria Rusticana" and Molière's "Précieuses Ridicules." Thus Mr. J. T. Grein made two experiments, both of which were worth trying. It was interesting to see how the story of Santuzza and Lola and Turiddu played without Mascagni's music. As a matter of fact, the violent little piece played very well, thanks to a splendidly full-blooded performance of Mr. Milton Rosmer as Turiddu; and both setting and stage-management were happy. Michael Orme was responsible for the English version. The second experiment—here Mr. Edgar Jepson acted as intermediary—proved, what might have been expected, that the spirit of Molière escapes translation, and is not to be realised, save by players brought up on national traditions. There was vivacity in Mr. Charles Pelly's Mascarillo, but neither he nor his male companions had the necessary finish of style, and, on the whole, the most satisfactory work came from Miss Hilda Bruce Potter—a very dainty Madelon.

"THE RETURN FROM PARNASSUS."

Mr. Poel put more than scholars in his debt when at two performances last week, in the Jacobean Hall of the Apothecaries' Society, he offered an abbreviated version of two parts of the famous trilogy of "The Pilgrimage to Parnassus" and "The Return from Parnassus," which, first acted at St. John's College, Cambridge in 1598-1602, has never been seen before on any London stage, and, indeed, as to two of its sections, was only rediscovered in the Bodleian some twenty-three years ago. Here we get the

disdainful University attitude towards "sweet Mr. Shakespeare," who is represented as the bedside poet of fops and weaklings, and yet, it had to be confessed by the Cambridge dramatist, was "putting them all down," as well as the cry of disappointed students who found Alma Mater could not help them to an easy living, and left them to make what terms they could as actors at the Globe with the all-potent Burbage and Kemp. It is good for playgoers to understand the contemporary opinion amid which Shakespeare worked, for they will appreciate thus the better the miracle he really was. Mr. Poel's stage, with its flight of steps and its small platform, was very ingeniously arranged, and all his players acted spiritedly. But, for brightness and sincerity as well, it would be hard to beat the rendering given by his young actors from the L.C.C. Central School of South Hackney of "The Comedy of Errors" in shortened form. Even Shakespeare himself, so severe on the children's stage companies of his day, might have smiled benignantly on this effort.

The well-known company known to all smokers as "Carreras, Ltd.," have declared an interim dividend at the rate of 8 per cent. per annum, free of income tax, for the half-year ended on April 30, 1919. Warrants will be posted on June 19.

Harrogate Aerodrome is open, and visitors to that delightful health and pleasure resort are able to take excursions by aeroplane. It is intended to establish a regular aeroplane service between London and Harrogate.

In the early years of the eighteenth century the importance of pure soap was not so well understood as it is to-day. But Alexander Gibbs believed in the coming demand, and his ability to supply it. The house of Gibbs has well earned the right to the title of "Soap-makers

to Royalty and the British People," and it is still controlled by descendant of the founder of the business.

On Monday, June 16, at 8.30 p.m., there will be a lantern lecture on "The Story of Zeebrugge" by Lieutenant-Commander Collingwood Hughes (late R.N.V.R., and Official Admiralty Speaker), in aid of the Zeebrugge Memorial Fund, at Westminster Cathedral Hall, Ambrosden Avenue, S.W.1. His Eminence Cardinal Bourne has promised to preside, and amongst those who will support the Cardinal will be the Comte de Lalaing, G.C.V.O., M. Emile Cammaerts, Mgr. Carton de Wiart, Hon. J. D. Connolly (Agent-General for Western Australia), Mr. Arthur Pollen, Mr. Philip Gibbs, and Mr. Algernon Maudslay, C.B.E., the Hon. Secretary of the Fund. The lecture will be illustrated by remarkable photographs, and there will be a series of cinema pictures showing the Mole as it is to-day, Zeebrugge, the sunken block-ships, and the old *Vindictive* with the Union Jack flying. The audience will have an opportunity of hearing the story of St. George's Day, 1918, when "one of the most brilliantly successful exploits of the Navy" took place at Zeebrugge, and our food supply was assured. Tickets, price 2s. unreserved, and 5s. and 7s. 6d. reserved, can be had from the Ticket Secretary, Zeebrugge Memorial Fund, 35, Albemarle Street, W.1, and from all branches of the District Messenger Company.

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"Red Tape" Rhymes/

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My steady aim few birds escape,
An' whiles, for juist a weel tarry
To taste a drap o' guid "Red Tape."*

"RED TAPE" is the connoisseur's standard of a perfect Whisky. It is in demand for beverage and medicinal use everywhere. The proprietors regret that supplies are for the time being limited. Please ask your Wine Merchant for "RED TAPE."



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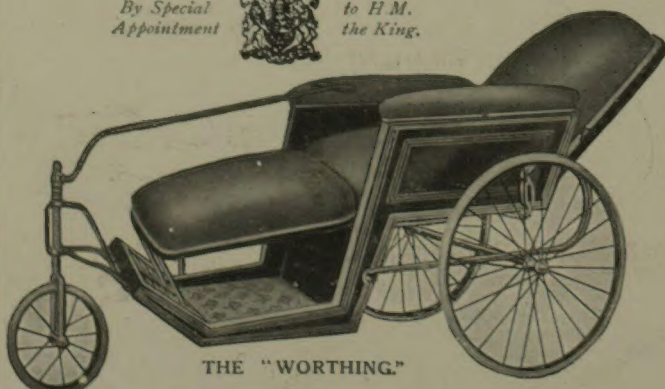
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Lotus

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